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- AIR CARGO
- AIR COMMERCE
- AIR TRAVEL

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Streamlining the Channels of World Trade

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APRIL
1947
Vol. 10 No. 4

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MIAMI leads the nation in the number of international air express shipments handled in and out of that southern city, according to the Air Express division of Railway Express Agency. A toal of 18,869 air shipments were interchanged during February. The next five highest international airport cities were: New York, 6,518 shipments; Brownsville, Texas, 3,346 shipments; San Antonio, 2,613 shipments; San Francisco, 2,608 shipments and New Orleans, 2,031 shipments. The Miami Chamber of Commerce may take a bow!

Shippers of the United States have increased the ratio of air express shipments to foreign points from two to one in February a year ago to six for every one import to this country in February, 1947. The upward trend was noted in the first month of the year, when the balance was rated at four to one.

★ ★ ★

FOR EIGHT consecutive months, air express shipments handled through LaGuardia airport at New York City have chalked up monthly increases of 30 percent or more. Spring-style merchandise was noted in heavy volume in February there, while total shipments for the month were 91,291 air express shipments, compared with 69,936 handled in February, 1946.

★ ★ ★

WITH summer just ahead of us, a definition of just what constitutes "baggage" traveling in air express service, as interpreted by a certificated airline on which such shipments are handled, might be in order. "Baggage," they say, is "boxes, dufflebags, golf bags, hampers, portmanteaus, steamer rugs, valises, bundles, suitcases, folding go-carts, hockey bags—practically everything, that is, with the exception of trunks. Check with your nearest air express or local Railway Express office for specific or additional information.

★ ★ ★

JUNE is the month when caps and gowns in large quantities will fly by air express to many schools and colleges throughout the country in order to meet graduation ceremony dates.

★ ★ ★

A LITTLE ROCK, Arkansas, department store saved the faces of Texan merchantmen recently when it filled an urgent request for tuxedo shirts to be worn by high-ranking officials of the American Embassy, gathered to greet President Truman, then visiting President Miguel Aleman. A search for the shirts failed in Texas, but the Arkansas department store rushed the order by air express to Mexico City in time for the reception.

★ ★ ★

A HAVANA, CUBA, consignee, upon receipt of a shipment of baby chicks by air express, wrote to the Massachusetts hatchery where the shipment originated, which stated: "We are glad to inform you that the baby chicks arrived in excellent condition. You may rest assured that this lot of chicks is the best received from the states in five years. Please be sure to include me in your next shipment."—just another example of the efficiency of air express service!

What have these things in common?

While checks are going between banks for clearance, they're money that's "out of circulation". To "unfreeze" these funds quickly, banks ship checks regularly by Air Express. *Speed pays!*

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Hangar Chatter

LITTLE will our eager-movie going populace realize the revolutionary turbulence into which the New York members of the aviation press were thrown—all because a new motion picture, *Blaze of Noon*, was coming to town. For the first time, the winged pens of the fourth estate felt the stunning impact of Hollywood press relations, with the net result of a *Lost Weekend* sans cocktails. It is generally agreed that the news releases sent out by Paramount would have done much to alleviate the paper shortage, and it is quite probable that the frequent telegrams (which caught us at the oddest moments) sent up Western Union several points. Unfortunately, aviation editors must spend the best years of their lives reading this stuff without getting an Oscar for their trouble.

• • •

Hector Van Peep, our ubiquitous mail clerk, who has a decided penchant for plying us with letters of his own selection, has brought in two missives addressed to John F. Budd. The first, written by G. M. Colombo, president of the Behring Shipping Company, reads:

"Knowing full well your efforts in behalf of the freight forwarding industry in relation to air transportation, and the important part you played in the International Air Transport Association's recognition of the foreign freight forwarders, I believe you will be interested to know that our firm recently completed arrangements for a flight of 8,400 pounds of machinery from New York to the Near East. The shipment will net our firm $1,000 in brokerage commissions and no progressive foreign freight forwarder can fail to take into account the fast-growing business in the air. This is still more gratifying because during last year we did considerable air express business without any compensation. We wish to congratulate you personally for your vision and stick-to-it-iveness."

And the second letter, from Mel Anderson, traffic manager-air mail and air cargo for Braniff International Airways:

"I think it ("Don't Sell Aviation Short" published January, 1947) is a much needed shot in the arm that we need. I, too, believe air cargo should be promoted with the aggressiveness, the courage, and the sound background of market research which it deserves. I like the inspiring tone of your entire article and the slight slap that should spur us on to renewed efforts. I will look forward to seeing more articles of similar nature in AIR TRANSPORTATION."

• • •

There's a certain cargo airline officer, an admitted AAF officer hero, who has been doing his utmost to get some of the air freight business of a large chemical company, but can't figure out why he isn't given a slice of it. This is particularly annoying to him, since he knows that the company is shipping by air more than a dozen tons a month. To impress the company executive, the former AAF officer has been swinging the brass around—which is the exact reason for his failure. We were told confidentially that the company executive is a former enlisted man who spent more than three years in Pacific foxholes.

AIR TRANSPORTATION
(REG. U. S. PAT. OFF.)

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THE COVER—*It's tulip time in Holland, which is only a few hours from this side of the ocean, as graphically illustrated by a Lockheed Constellation.*

JOHN F. BUDD, *Editor and Publisher*

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Business Manager: B. L. WEST
Managing Editor: RICHARD MALKIN
Advertising & Public Relations Director:
HENRY W. FISCHER

Mid-West Representative:
WYATT MACGAFFEY and
F. R. JONES
228 North LaSalle St., Chicago, Ill.
Phone: STate 5096

Pacific Coast Representative:
ROBERT H. DEIBLER & ASSOCIATES
2506 W. Eighth St., Los Angeles 5, Calif.
Phone: FEderal 0303

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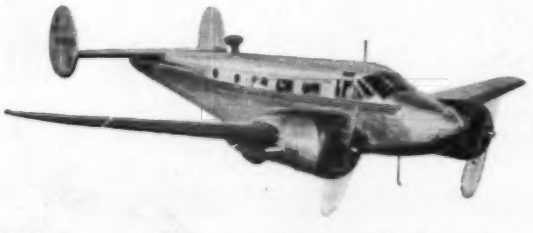

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Streamlining the Channels of WORLD TRADE

Commerce depends upon speed and economy. No one argues against the fact that the airplane is the fastest means. On the other hand, air transportation men are working hard to make it the most economical.

By Vice Admiral Emory S. Land
President, Air Transport Association of America

SEVERAL months ago I had the pleasure of having lunch with the crew of the *Dreamboat* and dinner with the crews of the *Truculent Turtle* and the *Dreamboat*. It seems to me that these two remarkable flights symbolize international trade and travel. They were not stunts but meticulously planned and well executed demonstrations of air transport.

Perhaps we use the word "trade" too easily. We should stop long enough over it to study its true meaning. The word is used to mean almost anything within the realm of commerce and industry, even has colloquial interpretations which range from the ridiculous to the sublime. But within the word, I believe, lies the answer to many of our problems.

As far back as the history of man is chronicled, there is definite indication of the importance of trade to his existence. Back through the ages to the early prehistoric curtain, when first the acts of our species were set down or recorded, we find trade a vital element in man's life.

Trade as we mean it basically parallels the word exchange, and exchange is the difference between society and isolated individualism. Without exchange or trade, there would be no world as we know it today. There would be no accomplishment except so far as we might stretch the word to include independent, individual achievement, this latter having little effect upon other individuals.

We no longer consider the possibility or practicality of an individual living alone successfully or happily. We are coming to realize that the same principle applies to the nations of which we are all part. No nation can live alone and like it, nor accomplish much in the process.

Basic Element

After all, just how worthwhile is an individual except in his ability to get along with others? You can't get along with others unless you contribute to their well-being. In other words, in the simplest form of human association, we find trade or exchange as the basic element of the system.

As I survey what is referred to as the international scene, I find it difficult not to reach the same conclusion—that full-scale, unlimited, all-out mass trade between nations is the real and lasting answer to most of our problems.

Vice Admiral Emory S. Land

Production is the antidote for depression. The standard of living cannot be raised unless there is a constantly increasing exchange of work for product and product for profit. In other words, exchange, or trade, must take place continuously and between each party and the next forever, or the chain breaks down and so does the whole system.

As long as we were trading things, and only things, exchange or trade was a simple process. You could look at the other fellow's horse and see that it was swayback, or that his chickens had the croup, or his corn was mouldy. He could tell the same things about your goods. And the trade was based only upon the accepted value of the goods involved, worked out by arbitration between the parties concerned.

This form of trade was fine until the scarcity of goods became acute enough to make it necessary for one of the two parties to substitute an artificial product, or money, as a medium of exchange. The value of money is not set by the ownership of it but by the use of it. Only to a limited degree can a man *make* money. So it became possible to trade a product which man had made for one which he had not made, but which was accepted as a full and even more valuable substitute.

Wealth, then, grew to mean not only possession of goods but possession of the substitute for goods—or money.

And right there, I believe, lies one of the most difficult of our world trade problems. For a nation's need for goods

is not necessarily the determining factor for its obtaining those goods. The natios's ability to pay for the goods may determine the right of that nation to have them. This system could not work absolutely in a world where men consider one another's welfare. So the picture has become further confused by the means one nation may devise to make it possible for other nations and other people to have needed goods, through all sorts of loans, of money and of goods.

We find that the necessity or demand for goods from the United States is not always reflected in the attitude of other nations in making agreements for the improvement of trade between the two countries. If foreign trade is to be developed to the proper extent, the whole balance must eventually become complementary rather than supplementary.

People must be able to secure things they cannot produce in exchange for those things which they can produce. Quality has to have a rebirth of importance in the world of manufacture and production, and the channels of trade must be streamlined.

Airplane's Part

Now what does the airplane mean to the need for increased world trade?

From the very beginning trade has depended upon transportation. As the means devised by man for carrying his goods from one spot to another, trade increased. The secret of trade is making more goods available to more people by the fastest, most economical means.

The plane, in the majority of cases, is unquestionably the fastest means of transportation. We are working incessantly to make it the most economical.

A DC-4 engine nacelle, ordered by the Belgian airline Sabena, makes up part of the cargo of one of TWA's weekly air freight flights to Europe and the Middle East. This large unit, weighing 650 pounds, was flown from New York to Paris.

In some cases, speed itself is the biggest economy factor. Most perishable goods, for instance, have a brief peak period of high value. The plane can make those goods available to more markets and more people, increasing the supply to an increasing demand.

Many of our surveys on cargo show an amazing potential in the air field. The main obstacle has been the comparatively higher cost of air transport. But with the development of equipment, much of it especially designed for cargo carrying, and with the experience of carrying more cargo, the cost is coming down.

Throughout the whole business of air cargo, we are finding that the greatest room for improvement is not just in the plane itself but in the contingent services — procurement and packaging, handling and delivery.

The same is true of passenger service. I am not going to try to alibi out of any deserved or constructive criticism but the story of air transport is a unique one. Its record over the past two decades represents outstanding industrial accomplishment. But the most important chapter of the history covers the period of the last war. Most of the readers are acquainted with the basic facts concerning the role that commercial air transport played in winning the war, in supplementing the victorious air forces of the allies.

Up to the time of this war, the public still had not taken to the air in great numbers. But the war demonstrated to all the practicability of air travel and transport. It speeded up the tempo of home front production and supply just as it speeded up action on the military fronts. Once that tempo was felt and accepted, it became a vital part of the war. It became ingrained in the minds of the fighting men and in the minds of those on the production front.

We are not people to retract. Once the value and potential of air transport were seen, the public was quick to demand it as a peacetime product.

The peacetime product demanded of the airlines by the public is a great deal different from the prewar product. Unlike most other producers, the scheduled airlines must come up quickly with a sure package of transportation. The now air-minded public wants to go places fast and get back just as fast. They also want the optimum of treatment at the hands of our service personnel and the best of ground service for themselves and their baggage. We agree with them completely. They should have the best of such services and we are going to see to it that they get them.

"The customer is always right!"

Part of a shipment of 6½ tons of Underwood typewriters recently flown from Newark to Havana by National Airlines. The cargo consisted of 250 units which filled the NAL Skymaster. Delivery time, including one stop at Tampa where the crew and cargo were cleared through customs, was seven hours.

The airlines are working against time in this matter, for we know that we must correct our shortcomings rapidly if we expect continuing patronage.

Our operations and engineering people together with the traffic officials of the airlines are working out new systems for most airline services, for ticketing, baggage handling, ground transportation, airport, and air terminal facilities.

One-Ticket Handling

We are doing the same for air cargo operations. We have a plan in the works which will make it possible for one-ticket handling of air shipments from any part of this country to any other part and perhaps, eventually, to any part of the world.

We are working out details in cargo, too, on the most efficient and safe methods of handling on the ground, from the actual procurement to final delivery.

Our surveys show that, with the reduction of rates to economic levels the air cargo potentials will be reached in a high degree by the wearing apparel industry, and it may account for a large proportion of the total shipped by air. The second largest user of air cargo is expected to be the machinery industry. The motor vehicle industry will probably be the third or fourth largest air cargo user. The motion picture industry also shows evidences of becoming an active user of air cargo facilities, as do the chemical and drug industries. As development brings air cargo rates closer to those charged by other modes

(Concluded on Page 19)

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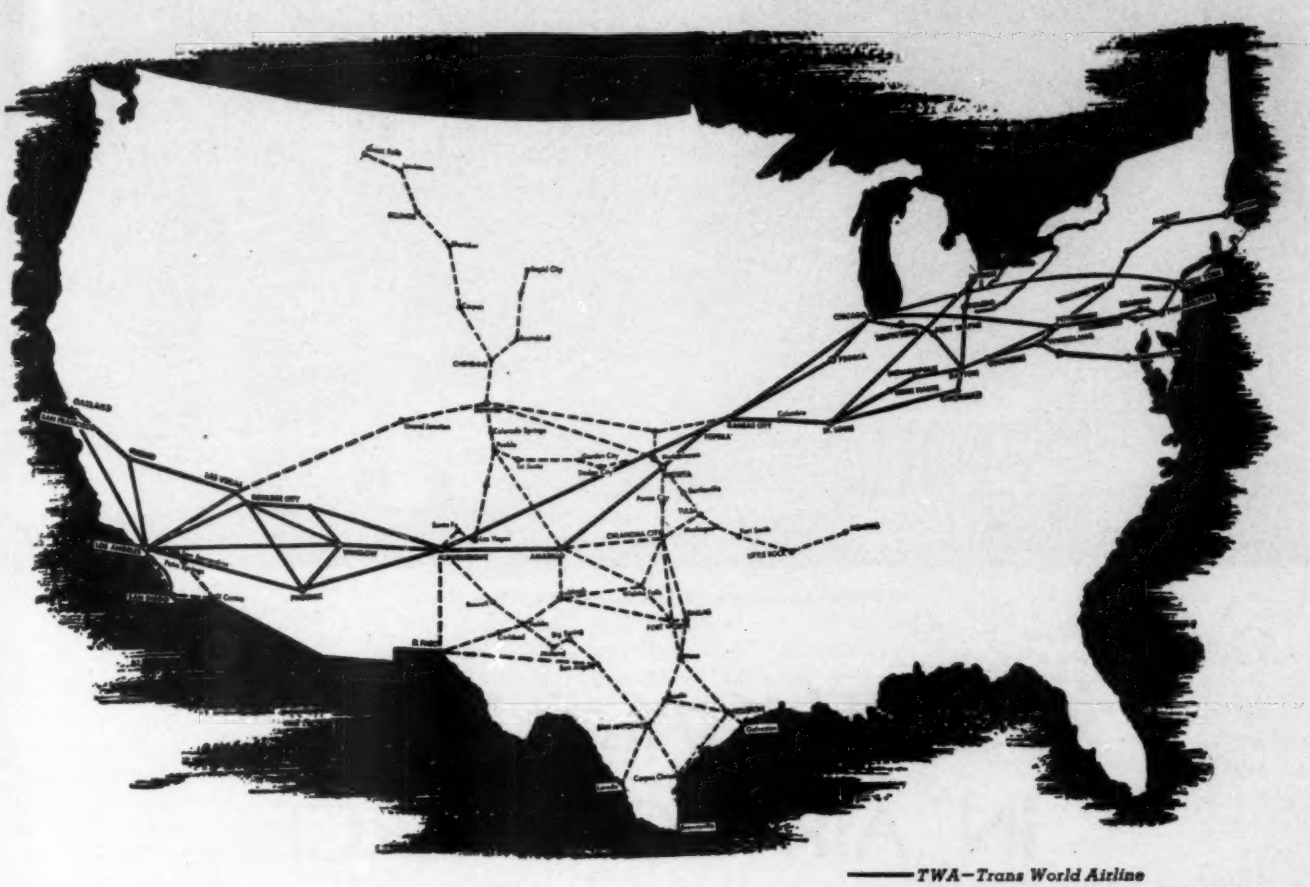

——— *TWA—Trans World Airline*

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LISBON, capital city of Portugal, as seen from the air

PORTUGAL'S PLACE IN AIR COMMERCE

Authentic information, recently reported to the Department of Commerce, reveals that Portugal is well aware of the economic implications of the Air Age.

IN this new Air Age, what role will be played by Portugal, stratetically situated on the globe, possessed of a far-flung empire, and manifestly animated by vision and foresight in this field? The possible answers to that question may be markedly significant.

It is known that the Portuguese Government is deeply conscious of its potential role in air transportation. The acquisition of United States Army surplus planes by Colonel Humberto Delgado, Director General of Portuguese Civil Aviation, was reportedly done with an eye toward operating routes to New York and Rio de Janeiro.

These developments appear to give very special point to the fact that a study of Portugal's internal and international air service potentialities was prepared in 1946 for the Government by Senhor Jose de Araujo Correia, an important Portuguese economist and member of the National Assembly.

The report contains much historical and background information concerning the development of civil aviation from the end of World War I to the time of the International Civil Aviation Conference at Chicago (November, 1944).

The writer points out that Portugal possesses, dispersed throughout the world in convenient locations, cities and islands which could serve admirably as bases for international air transport. He states that Great Britain, alone of all the nations, is better supplied with such strategic potential bases. Although France possesses excellent aerial centers, many of these are far removed from each other and from the regions of great commercial activity. The United States, he notes, has relatively few and must negotiate with other countries for the use of foreign bases.

Chief points discussed in Correia's report follow. Portuguese possessions strategically situated are listed thus: In Europe, the Azores and Lisbon; in Africa, Bolama (in Portuguese Guinea), the Cape Verde Islands, Luanda or Lobito (in Angola), and Lourenco Marques, Beira, and perhaps Porto Amelia (in Mozambique). In addition, its colonies of Goe, Daman, and Diu (in India), Macau (in China), and Timor (in Oceania), place Portugal in an especially advantageous position with regard to traffic to the East.

Certain difficulties, caused by weather conditions, with regard to the North Atlantic route via Ireland and Newfoundland, may never be entirely eliminated. Although the route via the Azores and Lisbon is longer, it offers ideal atmospheric conditions which en-

tirely compensate for the few hours spent in flying the additional miles. However, since meteorological conditions in the extreme north are more favorable during six months of the year, and since prevalent winds on this route blow from east to west, the most convenient route to follow in Summer would be from Europe to North America via Newfoundland and return via the Azores and Lisbon, or solely via the Azores.

Correia's report emphasizes the fact (in considering routes from North America) that Lisbon is linked with the Azores, and remarks that the distance from New York to Marseille via the Azores, Lisbon, and Madrid, is 4,158 miles—approximately the same as the northern route (4,027 miles)—and also enjoys the atmospheric advantages mentioned.

Regarding air routes between Europe and South America, the importance of Bolama, in Portuguese Guinea, and the island of Sal in the Cape Verde group, is pointed out. Bolama is compared with Dakar or Bathurst as a point of departure for or arrival from Natal (Brazil), and Sal is considered as a "relief" or "distress" airport for Bolama. The outstanding difficulty with this plan—the great distance of Bolama from Lisbon—could be overcome by the establishment of landing facilities on Madeira.

Political Aspect

Viewed from a political standpoint, the two great Luso-Brazilian (Portuguese-Brazilian) airports of the future are Bolama and Natal. The two Governments are, therefore, urged to support the establishment of the contemplated route.

The value of the islands of Sao Tome and Principe, and the cities of Cabinda, Luanda, and Lobito, on the western coast of Africa, as well as of the aforementioned cities in Mozambique on the eastern coast, should not be overlooked, we are reminded, in considering routes to the southern portion of Africa and to the Orient. The cities of Mozambique are cited as natural points of passage to the Portuguese colonies in India and China, and, through Timor, to Australia.

Although aerial communication between North America and the South Seas is not easy by either of the three routes sometimes used, the most-frequented Atlantic route to India and Malaya, and even to China, seems the most desirable. Meteorological and other obstacles are presented by conditions on the northern course (via Alaska, Siberia, and China), and by the great length of the route via the Pacific islands, which are far removed from the centers of commerce.

In connection with the desirability of establishing *internal* air routes in Portugal itself, Correia believes that, since the greatest distances from north to south can be covered by commercial flights in two or three hours, frequent and regular remunerative air services would not be possible, with the exception perhaps of a service between Lisbon and Oporto. In coming to this conclusion the author also emphasizes the fact that a meticulously trained and equipped air and ground organization would be absolutely necessary for such an internal service and that such would not be easily recruited.

TYPICAL SCENE at the airport in Lisbon

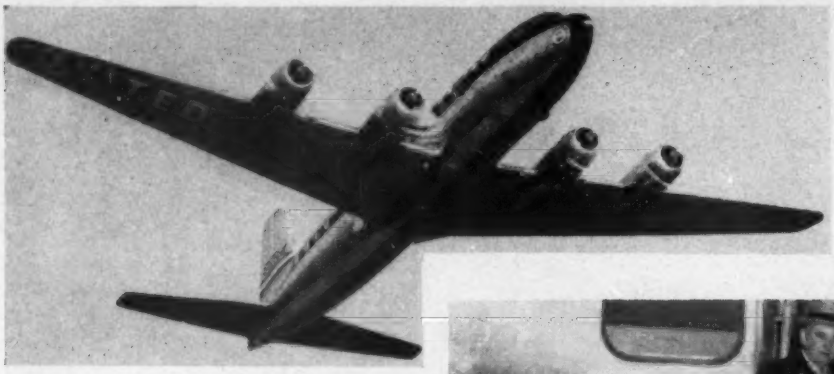
However, it is said, the establishment of an aerial transport service in Mozambique appears possible as there are not more than 12 commercial planes in operation in that Portuguese East African colony.

(A recent world-wide survey made by AIR TRANSPORTATION showed Divisao de Exploracao dos Transportes Aereos, which operates in Mozambique, as owning 14 planes—two DC-3s, two *Lodestars*, one Lockheed 14, three JU-52s, and six *Rapides*.)

Correia indicates that a Portuguese Empire air service could only be operated at a deficit, requiring direct or indirect subsidies from the State in

(*Concluded on Page 35*)

FISHING BOATS in the bay at Lisbon. Seafood is a big air freight potential of Portugal.



United Air Lines' new DC-6 which set the new transcontinental speed record for commercial airplanes.

Crew and some of the distinguished passengers aboard the record-breaking DC-6. First row (left to right): Captain W. E. "Slim" Larned, pilot; Frank Todd, Al Button, and J. Conde, of UAL's Operations Department; CAB Chairman James M. Landis; and Co-captain W. D. Williams. Second row: Stewardess Ann McGowan and Admiral Emory S. Land, ATA president. Top row: William A. Patterson, UAL president, and Stewardess Myrta Sawdey.

DISTANCE SHRINKER

The November 8, 1946 coast-to-coast speed record of seven hours, 32 minutes, and 50 seconds, established by a Linea Aeropostal Venezolana *Constellation*, fell by the wayside last month when America's first postwar airliner, the Douglas DC-6, flew nonstop from Los Angeles to New York in six hours, 47 minutes, and 13 seconds. Carrying 38 passengers, the big transport was flown by a four-man crew of United Air Lines.

The plane took off from Lockheed Air Terminal at 11:24:14 a.m., and was clocked over the LaGuardia Airport finish line at 6:11:27 p.m. Most of the 2,453-mile course was flown at 19,000 feet. Average speed was 361 miles an hour. At one point along the course a tailwind of 120 miles an hour sent the ship across the skies at the lively clip of 450 miles an hour.

Demonstrating the use of a built-in monorail system permitting stowage of eight 24-cubic-foot preloaded baskets in the underside cargo pits of the United Air Lines DC-6. The baskets of light-weight aluminum, suspended on rollers, slide from an outside rail onto a lateral rail within the plane, which in turn moves back into the cargo pit along two longitudinal rails. United says the system makes possible the loading of 4,500 pounds of cargo in less than five minutes.

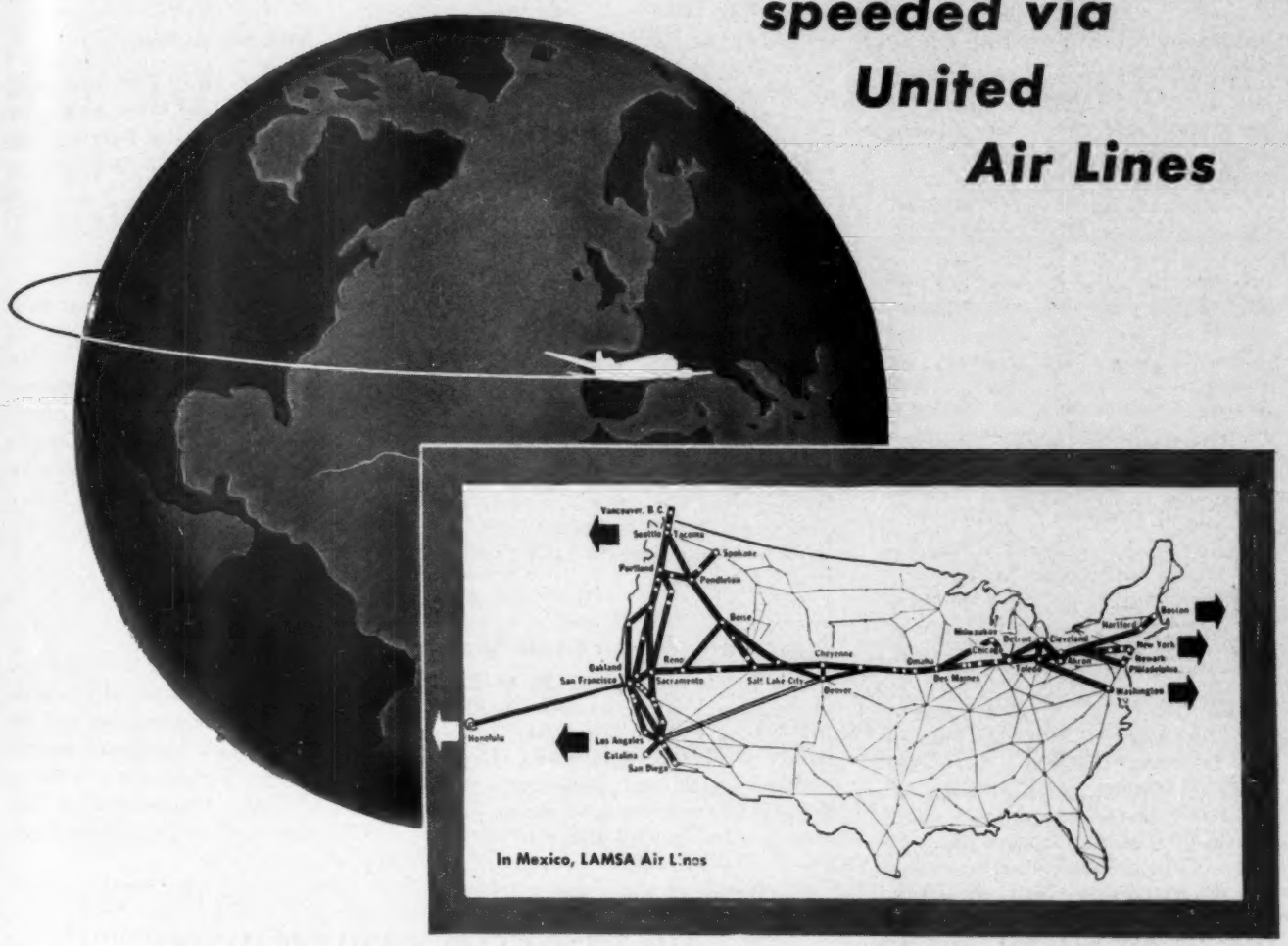
Aboard the plane were James M. Landis, chairman of the Civil Aeronautics Board; Clarence Young, CAB member; Admiral Emory S. Land, president of the Air Transport Association; William A. Patterson, president of United Air Lines; and a group of aviation writers. Piloting were Captains W. E. "Slim" Larned, assistant director of flight operations for UAL; and W. D. "Bill" Williams, superintendent of UAL's western flight operations.

As originally planned, both American Airlines and United were to have made West-East flights, the former following the Southern transcontinental route and the latter its midcontinent route. At the last moment, however, it was announced that the AA DC-6 would not be ready for the flight. Both airlines are scheduled to place their DC-6s in service during the latter part of this month.

According to the Douglas Aircraft Company, a total of 152 DC-6s have been ordered to date by foreign as well as domestic airlines. United has ordered 35 and American an even 50.

and now...WORLD AIR FREIGHT

speeded via United Air Lines



Faster shipping! Easier routing! Send your shipments abroad through the facilities of United Air Lines' World Air Freight!

Through shipping agreements with trans-oceanic and inter-continental airlines, United Air Freight now offers shippers an organized "World Air Freight" service to Europe, Mexico, South America, Alaska, Africa, Asia, and the Orient.

Direct, time-saving connections are now set up at the United Air Lines terminals in Seattle, San Francisco, Los Angeles, Honolulu, Chicago, Boston, New York, Philadelphia, and Washington, D. C., for air cargo service to all continents.

For complete details about United's fast, frequent service to and from intercontinental terminals, call or write United Air Lines, Air Cargo Division, 5959 S. Cicero Ave., Chicago 38, Ill., or district offices located in all principal cities.

UNITED AIR LINES

AIR FREIGHT SERVICE

Pickup and Delivery in All Major Cities

On the NON-SCHEDULED *Front*

Notes and jottings on the latest activities of the non-scheduled airlines in the United States

American Air Export-Import

Ten-hour service from New York to Port au Prince, Haiti, via Miami, has been inaugurated. This route will ultimately be incorporated into Aaxico's "packaged air cruise," which at the present time is operated to Miami and San Juan, Puerto Rico. Former President Charles A. Carroll and former Vice President Thomas J. Carroll have been relieved of their operational duties. They remain stockholders, however, and will continue as board members. According to Captain J. Seymour Kail, vice president-operations, all copilots of the line now hold full airline transport pilot rating from the CAA.

California Eastern Airways

J. J. O'Brien reveals that during the first 10 days of February, a 78 percent eastbound load factor was maintained. The line flies DC-4 airfreighters normally carrying 18,000 pounds of cargo.

Pacific Overseas Airlines

In 10 months of operations for the Air Transport Command, POA flew nearly 94,000,000 passenger-miles and 23,000,000 ton-miles on military schedules to the Orient without a single fatality. Commercial contract operations will concentrate on China, the Philippines, and Siam. POA now has nine C-54s. It is expected that a contract arrangement with a foreign carrier will open regularly scheduled flights to the Orient.

Santa Fe Skyway

Authority is being sought from the CAB for the carriage of air mail and air freight over the territory generally served by the Santa Fe Railway. Fred G. Gurley, president of the railway, told the CAB that as a result of experience gained through air operations air mail and air freight can be handled at a profit and at reasonable rates without Government subsidy. Three general routes are proposed: Chicago to the Pacific Coast via Kansas City, Topeka, Wichita, Amarillo, Albuquerque, and Phoenix to Los Angeles, and from Bakersfield through the San Joaquin Valley to Oakland and San Francisco; Kansas City to Galveston via Wichita, Oklahoma City, Fort Worth-Dallas and Houston; Amarillo to Galveston via Lubbock, Sweetwater, San Angelo, Brownwood, Temple and Houston. . . . A planeload of calculating machines and cut flowers recently inaugurated contract air freight service between San Francisco and the Midwest. Seven airfreighters are now in the service of Santa Fe.

Slick Airways

Daily air freight service between Texas and the North and East has been inaugurated by the airline. Overnight freight delivery to New York, Philadelphia, Cleveland, Newark, Chicago, Detroit, St. Louis, and Tulsa is now in effect, with pick-up and delivery service to points in these areas. This new setup supplants the thrice-weekly cargo flights. Slick, the nation's biggest air freight line, has applied to the CAB for certification as a common carrier and is awaiting a ruling.

Trans Caribbean Air Cargo Lines

In a report made public by O. Roy Chalk, president, a net loss of $21,-264.80 for the year 1946, after depreciation of $52,080.11, is shown. Gross revenue (cargo and passenger) was $791,434.81, with the load factor 87.9 percent. In January the load factor rose to 92.5 percent.

Trans Atlantic Airways

Headed by E. W. Tabor, this outfit is at the present time flying by charter from New York to the Puerto Rican capital. Equipment includes three DC-3s and one Beechcraft.

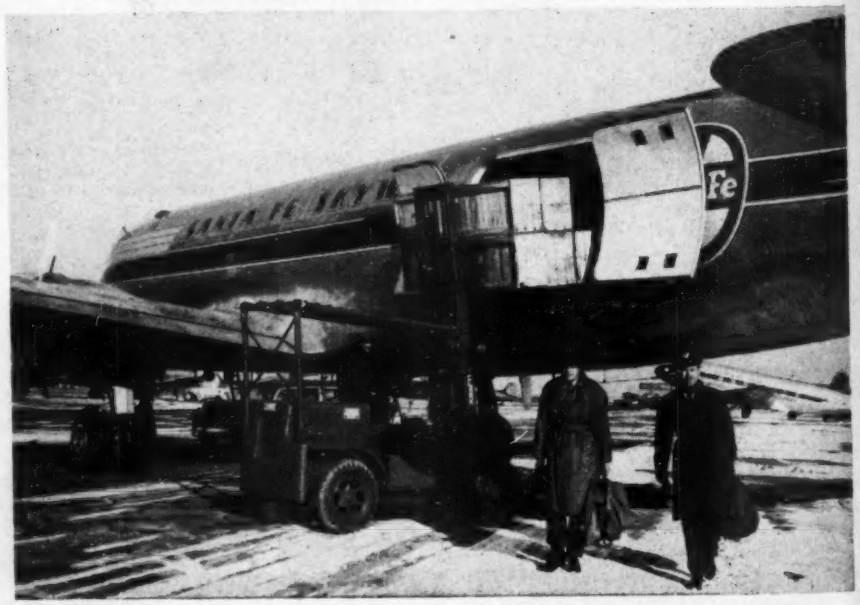
Transocean Air Lines

A total of 31,362,120 passenger-miles flown and 852,000 of cargo moved across the Pacific without loss of life, injury, or damage, is TAL's record during an ATC contract opened March 18, 1946, and concluded the following January 15th. . . . Air cargo service between Oakland and Honolulu, with a minimum of three flights weekly, has been inaugurated.

Western Skyways

This newly certificated non-scheduled outfit is based at Portland-Troutdale Airport, Oregon. Fifteen pilots and five planes are on hand. The planes include a six-passenger Beechcraft, a four-passenger Cessna, a three-passenger Stinson *Voyager*, and two single-passenger aircraft.

THE WINDY CITY—AND COLD, TOO!



Unloading cargo at the Chicago airport following the first landing of one of Santa Fe Skyway's fleet of Skymaster airfreighters. Captain Steve Doss, chief pilot, and First Officer Thomas R. Adron are shown leaving the plane. Santa Fe has a fleet of seven planes.

What Air Freight Carriers Can Expect From New York's Glamor Industry

The fifth in a series of articles based on an important survey of the air freight potentials in New York's women's apparel industry

Wearing a Barbizon Frock, original creation of one of the most air-minded dress manufacturers in New York, this lass sees off part of a fashion cargo via Air Express. Speedy delivery insures the freshness of styles.

By Colonel L. H. Brittin • Bertram Ault • Dr. Roger Mayhill

PICKUP AND DELIVERY

The service considered by far the most important to the prospective shipper and to those shippers who have already utilized air freight to some extent, is store-door pickup and delivery. The following are typical comments received:

"If you can furnish door-to-door service at competitive rates (with REA) I'm very interested."

"Good pick-up and store-door delivery necessary to make air shipments worth while."

"We could probably ship up to 1,000 pounds per month if service included pick-up and delivery."

"Experience with air freight not yet satisfactory. Certainty and dependability to store door still more important."

"Door delivery only thing that would interest us."

"Only store-door delivery would interest us."

"Must be store-door pickup and delivery basis."

"Pickup and distribution would influence decision."

A large apparel chain now using air service to a considerable extent stated it would be happy with a 20-cent rate but with good store-door delivery.

The problems connected with the establishment of the type of pickup and delivery service considered essential by the shipper of apparel merchandise and at the same time maintaining the overall costs within the margins set are challenging. As has been previously pointed out, there are over 10,000 manufacturers of women's apparel and accessories in the New York metropolitan area. While the bulk of these are concentrated in a relatively small area of Manhattan Island, a considerable number are scattered in Brooklyn, New Jersey and nearby Connecticut. Bearing in mind that contracts or arrangements for shipping are made with the consignee, one should recognize that a medium-sized women's ready-to-wear shop has on the average of 20 to 30 suppliers and the larger department and women's ready-to-wear stores each have hundreds of suppliers. Thus, contracts with 10 to 20 department and ready-to-wear stores may well involve the problem of supplying pickup service to over 1,000 manufacturers, most of them concentrated in a small area, but certainly some of them scattered over a relatively large area. It therefore becomes evident that it is economically infeasible for a carrier to attempt to provide his own pickup service on an individual basis.

There are several alternative methods which may be employed to provide this service and keep within the bounds of economic operation. One of these is to establish a joint of cooperative pickup service by all air freight operators serving the New York area. No attempt will be made here to discuss the merits of such a joint service nor the best form of organization. At this writing there are several different plans of the type indicated, with several organizations already functioning and announcing their intention to provide this service for the air freight carriers operating out of New York.

Utilizing the services of freight forwarders and consolidators is another

possibility which presents itself.* There is great potential advantage in an operation based on this type of arrangement. However, many legal technicalities remain to be clarified before the services of these organizations can be fully employed.

The formation of the Western Shippers Conference by the large West Coast department stores for the purpose of consolidating shipments for air from the East Coast is another interesting development. It is too early to appraise the functioning of this organization but it will well bear watching.

The picture is further complicated by the fact that the bulk of apparel shipments is composed of individual packages weighing less than 50 pounds apiece. Several of the smaller establishments questioned predicated their use of air freight on shipments of from four to 20 pounds receiving a proportionate rate to that quoted. It is evident that the carrier who desires to tap this class of traffic (which is of considerable volume) must plan to adapt his operations to efficient and economic handling of a large volume of small individual packages.

A method successfully resorted to by Railway Express and motor carriers for handling small shipments, which might well be utilized by air carriers, is for the maintenance of small receiving stations strategically located throughout the garment center. Here shipments, under a minimum established weight are brought by the consignor—shipments over the minimum weight are given direct pickup service. Operated on a joint or cooperative basis, this type of set-up may well be the answer for economic handling of small shipments. In addition, the use of containers would materially increase the efficiency of handling.

Since delivery is confined to a relatively small number of consignees it does not present a particularly difficult problem, especially to the carrier operating between a few definite points. A scattered "anytime-anywhere" operation poses problems not readily answerable.

RELIABILITY

Several shippers who have already utilized air freight to some degree are concerned about the reliability of service. This refers to both common and contract carriers. Complaints were made about non-adherence to promised schedules, about promised but inadequate pickup and delivery (already discussed), and to the condition of goods received. In this regard, contract and non-scheduled operators were subject to more criticism than common carriers. Several shippers were adamant in their refusal to employ contract and non-scheduled carriers because of their undependability. Good and reliable performance alone can erase these prejudices. As previously mentioned, concentration by a carrier on operating between a few fixed points can go a long way in solving the problems of adhering to schedules and increasing reliability of service. This type of operation permits the pilot to familiarize himself with terrain and landing conditions. It enables the carrier to provide for definite maintenance facilities and policies, and does much to simplify the problem of pickup and delivery.

LIABILITY AND INSURANCE

Carrier liability and insurance coverage are other factors which shippers would like clarified and simplified before fully employing air carriage. Owing to lack of experience, insurance companies will not issue blanket coverage to contract and non-scheduled operators. This necessitates the shipper taking out individual policies on each shipment which is both expensive and irksome from the shipper's point of view. There is much constructive work to be done in this field to provide insurance coverage equal in cost and simplicity to that offered by common carriers.

SPECIAL SERVICE FEATURES

A distinct selling point for obtaining fur coat, dress and cloak business is to provide facilities for transporting the garments on hangers. Shippers are willing to pay a premium for a service such as this since it preserves the garments in better condition and eliminates the expense and trouble of pressing the garments before they are placed on racks in the stores. Manufacturers and retailers have stated that garments actually deteriorate when kept in boxes over a period of time. Fur garments are most perishable in this respect since pressure on any part of them resulting from stacking of packages will produce "flat spots" which detract from their value. With the exception of short-haul motor carriers no surface carrier provides this type of hanger service. Up to the present time some attempts have been made by a few air carriers to provide this service, but there is much opportunity for improvement by the introduction of such features as standardization and more rapid loading and unloading devices.

A possible method that might be employed would utilize the existing type of racks on wheels used by the motor carriers. These are fairly well standardized and could be easily modified to permit quick removal of the rods from which the garments are suspended. Simple fixtures could be installed into the fuselage which would securely support these rods. It is assumed that the organization furnishing pickup service would find it advantageous to supply

* Read *The Freight Forwarder and Air Cargo* (April, 1946) and *Why Orphan the Domestic Freight Forwarder* (November, 1946) in AIR TRANSPORTATION.

These two young misses display something new in fashions—Sky Queen print blouses, complete with TWA four-engined planes.

IT'S DELTA AIR FREIGHT for

CANNONBALL SERVICE

TO and THRU the South

SPECIFY DELTA for Speed and Service

from the Great Lakes or West Coast

Delta's northern terminals of Chicago, Cincinnati and Knoxville receive Air Freight from the entire Great Lakes and Northeast areas for cannonball delivery to the center of the South and on to Miami and Latin America.

Air Freight shipments from the west connect with Delta routes at Fort Worth and Dallas for fast handling to major Southern distributing centers. Specify Delta Air Freight for fast connections and fast deliveries through these points.

Delta Air Freight Advantages

Delta rates are as low as 21 cents a ton-mile, with only one rate for all commodities. Pick-up and delivery service is optional with you. One simple air bill is used. It prevents routing errors by eliminating air bill copying. Air Freight moves on every passenger schedule, so there is no delay at terminals. When time counts on shipments to or thru' the South, use Delta Air Freight.

7000-POUND CAPACITY AIR FREIGHTERS

DC-4's with a capacity of three and a half tons of cargo fly express runs across the South to Atlanta, Charleston, Savannah and Miami. Deltaliners also link New Orleans with the Pacific Coast through Dallas-Ft. Worth.

FOR RATES and SCHEDULES:

WRITE TO: Air Freight Supervisor,
Delta Air Lines, Atlanta, Ga.

OR CALL: Air Freight Supervisor
at any Delta Ticket Office.

General Offices: Atlanta, Ga.

Delta AIR LINES

manufacturers patronizing their service with these standardized garment racks in order to facilitate rapid and easy handling in loading and transporting garments.

In this type of operation the preloaded racks are wheeled from the manufacturer's plant onto trucks; hauled to the airport; wheeled into a waiting transport; and the rods from which the garments are suspended are detached from the racks and snapped into the fixtures built into the fuselage. The racks, minus their rods and garments, are then wheeled out and the loaded transport is ready for flight. This process is then repeated in reverse at destination. This operation is, of course, predicated on the development and utilization of suitable ramp facilities.

A type of overall protective cover made from any of the light and durable materials now on the market could be used to preserve the garments in a clean and fresh state. In addition they could be reinforced and provided with fixtures for tie down. Several fur manufacturers have expressed their willingness to furnish individual covers of this nature with each fur garment shipped. Dustproof and mothproof, these would be included in the sale of the garment to the ultimate purchaser and would serve as an added selling feature.

PROMOTION

In addition to the foregoing considerations of rates and service standards which are vital to the development of air freight as a mature instrument of transportation there is, especially in connection with the apparel industry, an intangible element of promotional activity which is extremely important in selling air freight at the start. The highly competitive nature of the apparel industry, both from the manufacturer's and retailer's end, presents to the air freight carrier the opportunity to include a promotional program in his sales campaign. This has already been employed jointly, to some extent, by the cargo carrier and retailer, with varying degree of success. The type of promotion has assumed somewhat different forms but consists essentially of advertising the fact that a certain shipment of merchandise is airborne—"24 hours from the manufacturer to you." Pictures of the merchandise being stowed into the airplane and unloaded at the airport are usually displayed. In addition, special tags advertising the fact that the garment is airborne may be affixed to each garment, etc.

The importance of this type of promotional activity is tied in with the competitive aspects of the industry. Once a retail establishment uses air freight and widely advertises this fact, other establishments in the area will almost automatically follow suit in order to maintain their reputation of progressiveness and modernity. This characteristic of the garment industry can be capitalized on to great advantage by the cargo carrier.

PATTERN OF RETAIL TRADE

The volume and pattern of retail trade are essential factors to consider in planning operations to an area. A comparison of the Florida and San Francisco-Oakland areas in 1939-1940 reveals that retail sales of women's apparel in the San Francisco-Oakland area were 86 percent greater than corresponding sales in Florida, although that area had only 75 percent of the population of Florida. This is accounted for by the considerably higher per capita purchasing power of the one area over the other, by the much cooler year-round climate of the Bay area, and also demonstrates that a large metropolitan area serves as the central market for a large tributary region and therefore its retail sales are out of

(Concluded on Page 34)

NEW LOW COST
Air FREIGHT
for MERCHANDISE SHIPMENTS
Schedule your shipments as you would personal reservations —by date and flight number—Be certain of "ON TIME" deliveries at destination.
TYPICAL RATES
Newark - TAMPA or MIAMI - $15.08 CWT.
Newark - JACKSONVILLE - 12.43 CWT.
New Orleans - MIAMI - 9.78 CWT.
NEW YORK
JACKSONVILLE
NEW ORLEANS
TAMPA
MIAMI
HAVANA
NATIONAL AIRLINES
ROUTE OF THE BUCCANEERS

FOREIGN TRADE OF PRINCIPAL AIRPORTS – OCTOBER 1946

Value of Exports		
Airport	Thousands of dollars	Percent of total
TOTAL.....	11,749	100
Miami.....	4,229	36
La Guardia Field	3,249	28
Brownsville....	1,290	11
San Antonio....	849	7
Fort Worth.....	323	3
St. Petersburg.	213	2
Oakland.....	172	1
Los Angeles....	160	1
Other.....	1,264	11

Shipping Weight of Exports		
Airport	Thousands of pounds	Percent of total
TOTAL.....	2,642	100
Miami.....	1,042	39
La Guardia Field	420	16
San Antonio....	254	10
Brownsville....	230	9
St. Petersburg.	122	5
Tampa.....	80	3
Fort Worth.....	54	2
Seattle.....	48	2
Other.....	392	14

Value of Imports		
Airport	Thousands of dollars	Percent of total
TOTAL.....	5,435	100
La Guardia Field	3,614	67
Miami.....	833	15
Brownsville....	216	4
San Francisco..	119	2
Tampa.....	116	2
Los Angeles....	113	2
Dallas.....	98	2
El Paso.....	70	1
Other.....	256	5

Shipping Weight of Imports		
Airport	Thousands of pounds	Percent of total
TOTAL.....	497	100
Miami.....	118	24
Tampa.....	65	13
San Antonio....	62	12
La Guardia Field	51	10
Key West.....	46	9
New Orleans....	45	9
Dallas.....	26	5
El Paso.....	16	3
Other.....	68	15

Air exports rose from $11,306,000 and 1,950,000 pounds in September to $11,749,000 and 2,642,000 in October, reaching a new high. This exceeded the September value peak by four percent and September shipping weight peak by 36 percent, and 34 percent and 58 percent respectively over the January-October average monthly air export activity. The stoppage of avocado shipments was principally responsible for the 68 percent drop in shipping weight of merchandise imported by air, from the September high-water mark of 1,537,000 pounds to 497,000 pounds in September. (Under agreements with Cuba, avocados are imported only during the June 1-September 30 period.) The value of air imports, however, increased 10 percent from $4,955,000 in September to $5,435,000 in October. Watches, furs, and manufactures brought up the value. Miami Airport stands at the head of the list in three out of four categories; LaGuardia is the other leader.

Streamlining the Channels of World Trade

(Continued from Page 8)

of transport, we find such goods as leather products, textiles, professional instruments, rubber products, nonferrous metals, printing and publications, and hardware coming in as high potential users of air cargo.

It does not take an expert to see what some of the advantages of air cargo may mean to the whole world trade picture For instance, many of our chemical and drug manufacturers have never been able to compete in the world-wide market because of the perishable nature of certain drug and chemical products. But with air cargo development, these United States manufacturers will be able to supply almost any part of the globe with comparable goods. Penicillin, for example, serums and dated toxins, will fall into this category.

The whole field of foods has taken on a highly important aspect in the future of air cargo. Our people have experimented and cooperated in joint experiments with others in the testing of the nutritive values of airborne foods, finding that they retain more of their original content when shipped by air than when shipped by other means of transportation. Pineapples flown from Hawaii, it is said, retain 26 percent more sugar than pineapples shipped in other ways, and have 80 percent more eye-appeal, when placed on the market shelf.

Air cargo also can move into special, perhaps temporary, market conditions and provide scarce items even when transport costs are higher. Right now, one of the larger airlines is hauling planeloads of bananas from South America to supply the United States market. We have shipped greyhounds from Iceland to Paris, pianos from one city to another, coke from the United States to Cuba.

On the whole, our air cargo actualities today are exceeding even the most optimistic of predictions.

Studies have also shown how important speed is becoming as a factor in all kinds of shipping. Principal reasons for the need for speed include these facts:

1. Quick delivery reduces cancellations.
2. Repair parts must arrive promptly.
3. Production schedules must be maintained.
4. Seasonal selling periods are short.
6. The style factor is important.

These are among the basic advantages of air cargo:

1. It permits faster retailer fill-ins.
2. Increases variety and spread of dealers' stocks.
3. Accelerates dealer and factory turnover.
4. Increases the number of shipments.
5. Decreases the size of the shipments.

Most of our experience has been domestic. The development of mass transportation by air, like mass production of almost everything we have today, has been in the Americas by Americans. But what we have learned and are learning in these respects we are applying as practicable to the international scale.

ATA Insignia

The Air Transport Association of America is planning a special insignia to differentiate between scheduled and non-scheduled airlines. If accepted, it will be used in advertising and promotion.

Report Outlines Needs For Air Cargo Growth

The Department of Commerce, in a recently issued report on domestic transportation, declared that air cargo rates will have to be lowered if the full potential of the industry is to be realized.

High rates for air freight do not stand alone as a bar. Also cited as needed were better packaging, wider and more flexible coverage of service, greater speed of ground handling and delivery, and through service for interline shipments.

The report stated that in spite of the substantial reduction in air cargo rates since V-J Day, "the present level is still sufficiently above that of competing surface transportation so as to limit the uses of this service to a relatively minor portion of the over-all commodity transport market."

It went on to say that there is "substantial evidence" to indicate that large-scale air cargo movement would be generated at rates more closely approaching rail express rates. However, the report pointed out that rate reductions depending on corresponding cost cuts, or if cargo service is subsidized by mail or passenger traffic.

Another major necessity was the development of air cargo packaging. It was pointed out that packaging for air shipment can often be made much lighter and less bulky than that used for rail shipment. The natural result would be compensating savings.

The report said that the present network of air routes was developed primarily to meet the needs of passenger and mail services, while "many important potential movements of air cargo commodities will originate or terminate in rural areas or cities of small size." Agricultural products are a good example of this.

It was recognized in the report that ultimately specialized cargo airports with warehouse facilities will be needed.*

* Read *We Need Specialized Airports* in the November, 1946 issue of AIR TRANSPORTATION, and *Should Airports Be Specialized,* published last month.

[REG. U. S. PAT. OFF.]

AMERICAN

Six new airline air cargo records were set by American Airlines during 1946. AA became the first scheduled air carrier to fly more than 11,000,000 ton-miles of air cargo in one year; more than 6,000,000 ton-miles of air freight in one year; more than 1,000,000 ton-miles of air freight in one month; and more than 1,000,000 ton-miles of air cargo in two or more consecutive months.

From September through December AA each month set a new record for the amount of air cargo flown by a scheduled carrier. Ton-miles of air cargo flown in those months were: September, 1,106,826; October, 1,545,050; November, 1,556,346; and December, 1,871,712.

Ton-miles of air freight flown by the airline during 1946 were 6,238,966—an increase of 221 percent over the 1945 total, 1,945,711 ton-miles.

Air express in 1946 totaled 5,176,048 ton-miles compared with 4,945,724 ton-miles flown in 1945. Air mail ton-miles, which had steadily declined with the end of the war, began increasing again the latter part of last year with the new five-cent rate. Ton-miles of air mail flown by AA in 1945 were 13,326,026 compared with 7,238,049 flown in 1946.

AIR EXPRESS, REA

Air express shipments handled through La-Guardia Field in January showed an increase of 29.3 percent over January, 1946. A total of 99,418 shipments were handled for the certificated airlines serving the municipal airport, compared with 76,897 shipments in January a year ago. Gross revenue of this traffic was up 34.7 percent over January, 1946.

ALASKA

Alaska Airlines' gross revenue of $1,310,-167.05 for the 1946 fiscal year is the largest in the company's history, reports Raymond W. Marshall, chairman, in the annual report to stockholders. Gross revenue showed an increase of 50 percent over that of the preceding year and the operating loss was reduced from $428,286 in 1945 to $371,220 in 1946, or by 13 percent.

BRANIFF

Completion of a $10,000,000 long-term bank loan for Braniff International Airways was announced recently. The loan is unsecured and will be used for the financing of a part of the purchase price of the most modern, new flight equipment for the company's domestic and foreign routes.

The loan was arranged, with the aid of Fred F. Florence, president of the Republic National Bank of Dallas, with a group of eastern banks composed of the Bankers Trust Company of New York, the Mellon National Bank and Trust Company of Pittsburgh, The First National Bank of Boston, the New York Trust Company and their associates.

The loan commitment is for $10,000,000 and provides that any portion, or all thereof, may be drawn down by the company as needed during the year 1947, such drawdowns to be converted to term notes at December 31, 1947, bearing interest at a maximum rate of 2½ percent and payable in 22 quarterly installments, commencing September 30, 1948.

CONTINENTAL

Continental Air Lines has reported a net income of $312,156.33 for the fiscal year ending June 30, 1946. After provisions for taxes, the net income figure is equivalent to $1.15 per share on the 271,906 shares of common stock outstanding, compared to $1.27 per share for the previous year, when the income totaled $344,408.16.

Revenue miles flown by Continental showed a sharp increase with a new high total of 4,942,654 miles, representing an increase of 63.97 percent over the 3,014,394 miles of the preceding year, while passenger revenue for the period totaled $3,245,084.62 with an increase of 93.03 percent over the $1,681,154.52 of the year ending June 30, 1945.

Although revenue passenger miles increased 99.72 percent, with a total of 68,827,025, compared to 34,461,542 for the previous year, the passenger load factor declined 13.75 percent, due to larger equipment and a material reduction in post-war air travel.

Continental showed a 13.96 percent increase in ton-miles of mail carried during the year, with a total of 171,988.30 compared to 150,918.40 for the preceding year, but revenue decreased 0.39 percent with a total of $636,-862.06 in comparison to the $639,388.96 figure of the 1944-45 period.

Revenue derived from express shipments on Continental declined 26.40 percent to $27,272.35, compared to $37,057.13 received in the previous fiscal period, but the inauguration of an air freight program on January 1, 1946, resulted in additional cargo revenue totaling $3,608.31 with 10,750.36 ton-miles of air freight carried.

MID-CONTINENT

Mid-Continent Airlines, announced that unaudited reports indicate operating revenues for the calendar year ending December 31, 1946, were $4,872,124.42 as compared with operating revenues of $3,213,851.62 for 1945, an increase of 51.60 percent. Net profit for the year, after provision for income taxes, was $238,334.14 or 61 cents a share on the same number of shares for 1945. Revenue miles flown increased from 3,365,554 miles in 1945 to 5,278,893 in 1946 or 56.85 percent. Revenue passengers carried increased from 154,488 in 1945 to 249,626 in 1946 or 61.58 percent.

Operating revenue for January, 1947, was $339,712, an increase of 7.18 percent as compared with January of 1946. Revenue-miles flown increased from 351,127 to 384,621, or 9.54 percent. Revenue passengers carried were 16,356 as compared to 15,340, an increase of 6.62 percent.

The net loss for the month of January, 1947 after adjustment for income taxes from previous period was $38,291 as compared to a net loss, after income tax adjustments for January of 1946 of $11,149. The increase in loss was due mainly to increased operating costs and a decrease in the passenger load factor.

PAN-AMERICAN

Pan American World Airways flew 345,353,-030 passenger-miles in the fourth quarter of 1946, compared with 207,297,706 miles in the corresponding quarter of 1945 and 320,078,234 in the third quarter of 1946. Plane-miles flown during the fourth quarter of 1946 totaled 24,469,042, an increase of 1,412,836, as compared with 21,400,518 in the corresponding quarter of 1945 and 22,813,354 for the preceding quarter of 1946.

In a year of transpacific Clipper service tnding February 1, 1947, PAA made a total of 1,875 flights and transported 22,800 commercial passengers. Heaviest passenger movement was eastbound across the Pacific, a total of 12,900 passengers arriving at San Francisco and Los Angeles from Manila, Australasia and Honolulu. Passengers departing from the two coast cities for Honolulu and Central Pacific and South Pacific points totaled 9,900.

For the same 12-month period, PAA's Atlantic Division ferried 27,300 commercial passengers across the ocean in nearly 1,000 crossings. Travel from Europe and Africa to the United States was generally higher than the eastbound traffic. Approximately 16,150 persons made the westbound crossings, while about 11,150 flew out of LaGuardia Field, New York, for Europe and Africa.

TRANS-CANADA

Statistics released by W. F. English, vice-president, Trans-Canada Air Lines, for the month of December show that while air mail and air express carried increased over the previous month, there was a decrease in passengers carried. There were 26,693 passengers in December compared with 28,831 in November. Air mail totaled 234,521 pounds in December against 196,157 in November. Air express poundage in December was 94,101 and 93,827 in November.

TRANS-WORLD

Estimated January revenue of TWA totaled $2,582,000, a decline of 20.3 percent, or $658,-700 from December.

Compared to the June, 1946, traffic peak, January revenue was off 44.2 percent, or $2,049,000. However, because scheduled mileage flown was higher than a year ago, January business managed to improve 5.1 percent, or $125,000, over January, 1946.

TWA's payload factor in January fell to 58.1 percent from 68.6 percent in December and all equipment showed decreases in average payloads ranging from 11.8 percent on DC-3s to 13.8 percent on the *Constellation*, 18 percent on cargo flights and 33.8 percent on the *Stratoliners*.

Mail ton-miles flown on cargo equipment gained 122.2 percent over December and express ton-mileage on cargoplanes was up 43.9 percent, while express payloads on the *Constellation* improved 2.5 percent.

UNITED

An all-time record of more than one and one-half million ton-miles of air cargo was flown by United Air Lines in December. United operated approximately 1,524,300 cargo ton-miles for a 227 percent increase over a year ago and nearly 14 percent over the previous month. Air mail, now moving at the new nickel postage rate, continued to gain in December. United flew an estimated 956,240 ton-miles, up 27 percent from November.

An estimated total of 4,986,000 ton-miles of air freight were flown by United Air Lines during the first year of such operations. Biggest month to date was December when the company flew an estimated 840,000 air freight ton-miles.

AVIATION CORPORATION

Consolidated net earnings of The Aviation Corporation for the fiscal year ended November 30, 1946, including extraordinary profits on sale of securities, amounted to $14,235,339, equal after preferred dividends to $2.06 per share on the common stock.

Net earnings include non-recurring profits of $12,721,245, after taxes, on sale of 211,000 shares of American Airlines, Inc., and $1,550,-000 representing estimate of tax credit resulting from carry-back provisions of the Internal Revenue Code. Consolidated net sales of the corporation in the 1946 fiscal year amounted to $52,781,267. Consolidated net earnings and sales for the 1946 fiscal year include operating results of three former associated companies, New Idea, Inc., American Central Manufacturing Corporation, and The Crosley Corporation, including its subsidiaries, and of American Propeller Corporation, all of which now operate as divisions of The Aviation Corporation.

CONSOLIDATED VULTEE

Consolidated Vultee Aircraft Corporation reported operations for the fiscal year ended November 30, 1946, resulted in a net loss of $2,775,619, after giving effect to an estimated credit of $6,340,417 resulting from carry-back provisions of the Internal Revenue Code. Net income in the 1945 fiscal year amounted to $6,748,932.

Sales during the 1946 fiscal year amounted to $13,705,771. This compares with 1945 sales of $644,053,838, including contract termination claims. Net loss for the 12-month period is after all charges, including costs of current experimental and development projects. The 1946 income account does not include approximately $34,500,000 of costs expended and fees earned during the year under cost-plus-fixed-fee contracts for products not delivered at the close of the fiscal year.

At the close of the 1946 fiscal year, the corporation's backlog of unfilled orders amounted to $328,865,000, exclusive of products unrelated to aircraft manufacture. Of this amount, $226,-590,000 represents contracts for military production, $67,925,000 for Army and Navy experimental and research projects, and $34,350,-000 for commercial and personal aircraft. This compares with a total backlog of $229,610,000 on November 30, 1945.

RYAN AERONAUTICAL

Net profit of $300,320 was reported by the Ryan Aeronautical Company in its annual report to stockholders for the 12 months of the fiscal year ended October 31, 1946. This is equivalent to 68 cents per share on the 439,193 shares outstanding or 74 cents per share if the 34,500 shares held by the Ryan School of Aeronautics, a wholly-owned subsidiary, are excluded.

Gross revenues for the period were $11,973,-353 and, while including some clean-up of war contracts, consisted largely of peacetime business. Provision for Federal taxes on income totaled $199,533. The net book value has continued to increase and stood at $4,128,697 at the end of the period. This is equivalent to $10.20 per share, an advance of 33 cents from the $9.87 per share reported at the end of the prior fiscal year.

IN THE AIR NOW . . . on the airlines soon. The Martin 2-0-2 is passing flight tests in record time. Pilots say, ". . . more get up and go than any non-military plane . . . can't imagine any plane having better handling characteristics and more satisfactory stability either directionally, longitudinally or laterally . . . new airfoil design most successful!"

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Now in full production, the Martin 2-0-2 is rolling off the assembly lines for early delivery. Martin's large advance orders mean lower first costs to you, as original production costs are spread over a greater number of planes.

Unsurpassed in passenger comfort and convenience, this Martin luxury liner builds passenger acceptance and fills seats as only a postwar aircraft can. This spells airline profits today and in the future. THE GLENN L. MARTIN COMPANY, BALTIMORE 3, MARYLAND.

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FOUR Profit-Points for Airlines

LOWER first costs! Martin quantity production for large advance orders decreases first cost and increases the value of your equipment dollar from the start.

LOWER operating costs! Ease of maintenance and servicing Martin 2-0-2 means shorter periods on the ground, more time in the air, increased operating profits.

LARGER payloads! Greater seating capacity—36 to 40 passengers—increases your seat per mile profit with the Martin 2-0-2. Modern design pays dividends!

HIGHER speed! Cruising at 280 m.p.h., the Martin 2-0-2 cuts per mile operating costs and turn around time. It speeds up schedules, fills seats, increases profits.

Travel or Ship by Martin Transport on These Great Airlines

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Northwest • Delta • Panagra • Cruzeiro do Sul (Brazil) • Aeroposta (Argentina)
Nacional (Chile) • Mutual • Flying Tiger • Air Borne Cargo • U. S. • Willis

A WINGED AMERICA passenger transport (left) just before take-off at Philadelphia Northeast Airport. . . . Typical comfortable interior of a Winged America DC-3 (right). Shown in this picture is Chief Stewardess Mildred E. Clover.

Flyin' Down to Nassau

By BERNICE L. WEST

FOR two weeks I was to combine business with pleasure. That was my assignment—and a welcome one it was! My destination was the Fort Montagu Beach Hotel in Nassau, which by virtue of Winged America's DC-3s, was only a few hours from New York.

Naturally, my association with AIR TRANSPORTATION had, long ago, given me plenty of background on the so-called GI airline whose headquarters are in Philadelphia. Like Winged Cargo, Inc. (the freight end of the business), Winged America, Inc., is headed by Colonel Fred P. Dollenberg, an AAF veteran with 14 months' service in the Pacific theatre of the late war. Dollenberg, who collected a nice string of decorations overseas, has to his credit 14 Jap planes and five ships.

My trip started from 367 Lexington Avenue which houses the New York office of the Larkin Travel Service. (There are two more: at Miami Beach and Dayton.) Arrival time was 8:00 a.m., and within a half-hour all tickets and baggage were checked and we departed for Newark Airport in a sleek limousine. At 9:45 we took off.

Forty minutes later we swooped down for an easy landing at Philadelphia's Northeast Airport. So easy was that landing that we hardly were aware that the wheels of our plane had touched the runway.

Farewell to Snow

During the short period given over to checking through customs, snow flurries descended on the airport. Soon we were in the air again and it was good leaving that snow behind. We climbed above the clouds. I looked out the window. Below were rolling billows of soft, white fluff, like mountains of fresh snow, and above, the blue dome of sky—nothing else. In some places, the clouds mushroomed like those pictures of the atomic bomb blast.

Dolores Redmond, the charming stewardess, passed up the aisle, distributing chiclets to the passengers. The temperature changed suddenly, and I learned from Andy Robertson, the friendly co-pilot, that it was 21 below outside. We were comfortable nevertheless.

Half-after-noon we were over Chesapeake Bay. At this point Dolores served a piping hot lunch which did wonders for me. The lunch was served on a white tray with specially arranged places for dishes. These fully loaded trays (with the exception of the hot dish and coffee) were stacked on a sizable rack. The hot dish—loin of pork with Spanish sauce—and the coffee were kept in a giant thermos. There were also succotash, cole slaw, Boston cream pie, and fruit.

I went up front with Andy and was introduced to the first pilot, Larry Stephens. We chatted awhile. I spied a ship below, and we overtook it in a few minutes. The plane was traveling at 165 miles an hour at the time.

By 5:00 p. m. the clouds were entirely dispersed and it was getting quite warm. Still no land in sight.

However, a half-hour later we were over the Bahamas, about 100 miles from Nassau. I was up front again to watch the islands as they came into view. Dane Hunter, the radioman, was already in communication with Nassau. I noticed something way off ahead, and asked the first pilot about it. I thought I saw buildings and believed it was Nassau.

"No," he said, "they're just clouds. It fools you sometimes."

But we made Nassau soon afterward.

CATCHING SIGHT of Nassau in the Bahamas for the first time . . . The Fort Montagu Beach Hotel where the author spent two pleasurable weeks on an assignment to record just what a business woman does on her vacation.

What does the typical career woman do with her two weeks off? Air Transportation Magazine decided to find out by assigning its own business manager to the "chore" of hopping a Winged America plane and "working" at vacationing in Nassau.

A few minutes after six we landed, and as I left the plane with my coat over my arm I felt the first balmy breeze of the island.

The taxi ride through the country at dusk was enchanting. About a half-hour later I caught sight of the pink stucco of the Fort Montagu Beach Hotel. You just couldn't miss it.

Comfort in the Tropics

I was fascinated by the beauty of the interior which left me an impression of green palms against the white arched and pillared background, cathedral windows, gay drapes and cushions, and — everywhere — tropical flowers and plants. I was shown to my room—a large one with a double casement window—and after a refreshing shower, I dressed and went to dinner.

The dining room, with its tropical bouquet on every linen-covered table, silver armchairs with yellow upholstered seats, floral drapes, and Venetian blinds, was no less charming than the lounge. Freddie, the head waiter (more formally, Fred Rew) put everything right. I learned that there would be a St. Patrick's Day celebration at the Jungle Club, but being a "tired business woman," I decided to get a good rest first of all.

There were the bingo games, the Negro minstrels, an evening concert, the tennis courts, the golf course, the croquet grounds, the solarium, and the Lake of Fire—and it was difficult for me to believe that I was here on assignment. Naturally, like all the tourists, I went on the usual rounds of inspection. What struck my notice were the many holes in the ground near the lake shore. I asked a passing native what made those holes.

"Crabs, madam," he said.

"What?"

"Crabs. C-R-A-B-S.—Crabs!

"Crabs?"

"Yes'm, crabs. They come up from the water sometimes."

The natives were friendly and generally nodded as they passed. I couldn't become accustomed to passing on the left (English-style) instead of the right. I was always dodging natives who would start to pass me on the usual left and then give it up when I kept going blindly my American way.

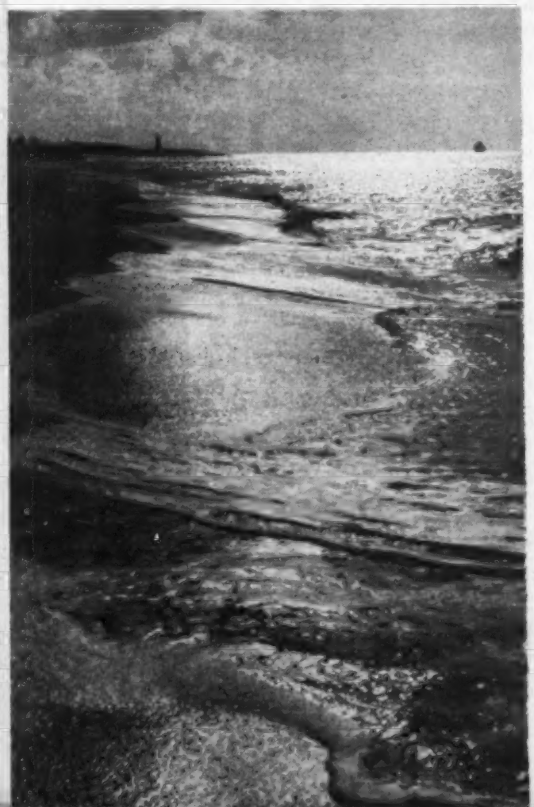
On Friday, which is a half-holiday, the thing to do is to attend the races at Hobby Horse Hall. The horses are small, weighing only from 80 to 105 pounds, and are jockeyed by boys who appeared to be no older than 12. After the races, many of the competing horses are offered for sale, fetching prices from £25 to £75.

Making the most of this vacation (that's the only thing I can call it, even if this was supposed to have been work), I did the inevitable thing: I went shopping. I finally wound up with a gay jacket, hand-woven and hand-embroidered by Guatemala Indians and flown to Nassau, where I picked it up at Fine's Department Store. I also walked out with so many native-made straw hats and bags and shell jewelry that I had a serious packing problem, which I solved by buying one more piece of luggage made of straw.

Repose in the Sun

Guests at the Montagu enjoy the hotel's private bathing beach which adjoins the hotel. This easy life is further enhanced by the unmatched buffet lunch in the garden patio, either in the sun or in the shade of a vari-colored umbrella. And while one waiter moves around offering assorted rolls freshly warm from a special heater and another is attentive to your beverage desires, a troubador, complete with guitar, strolls around singing the songs of your choice. I'd seen such things in the movies, but here they were first-hand.

I learned that during the season Nassau has its tennis matches. George Lyttleton-Rogers, former Irish champ and international star, is on the Montagu staff. I had a chat with him, and I learned that he was chartering an executive-type transport, equipped with a lounge and a bar, from Winged America. Together with Bobby Riggs, world's tennis champion, with whom he signed a contract, Francisco Romanoni,



European champion, and Carl Earn, the leading Jewish player of the world, Rogers will tour the United States by air. He spoke of air transportation "enabling the players to get in more matches with less fatigue," and had particularly kind words for Winged America.

Turning my back on aviation for a short while, I took to the sea in a glass-bottom boat. It was interesting watching the schools of fish, sea urchins, sponges, coral, and other sea fauna. The queerest thing I saw was a stinger. I wouldn't want to step on one of those things which look like pancake turners.

Of course, sightseeing is a must—especially with Duncan, a charming Negro guide. He was outstanding both as a chauffeur and lecturer. His speech was impeccable.

Charm Retained

There are few places like Nassau left in the world. Despite its modernization in recent years, it has, in a great measure, clung to the old ways: its gentle manner, picturesque customs, and cheerful quaintness. To be sure, the automobile is in great evidence, but the carriages and mule teams are still around. Then again, there are the native women carrying their large baskets and bundles on the top of their heads.

There really is no mystery about Nassau's basic charms, nor any need to exaggerate them. The sea is always there, and those who know say it is more beautiful than any water anywhere in the world.

But all good things must come to an end. The sunshine ended on the day of my departure. There was a teeming rain, but we took off without trouble. Soon we passed into sunshine again, and past the tail of the returning DC-3 I could see the Bahamas disappearing. I focused my camera, took a few shots; then settled down to write this story.

I'd like to go back to Nassau again. It would be nice taking the trip this Summer when the Larkin Travel Service will offer $200 package (all-expense) air cruises to Nassau via Winged America. I am yearning for the two things that I missed—the moonlight carriage drive and the sail in the green sailboat.

•

BAY STREET—a quaint mixture of the old and the new. It was on this street that the author went on a shopping spree. (Top)

AFTER the shopping spree, the author decked out in a native-made straw hat and bag and an Indian jacket flown from Guatemala.

THE LAST SIGHT of the Bahamas, with the nose of the Winged America plane turned toward home.

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TEN BRIDGE STREET

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(Trade Mark)

UNITED AIR LINES recently shipped from Oakland, California, a half-million shots of smallpox vaccine, consigned to Italy and Yugoslavia. The perishable vaccine weighed 3,100 pounds and was valued at more than $12,000.

KLM Royal Dutch Airlines has moved its New York quarters to **572 Fifth Avenue.** The freight office remains at **145 Front Street.**

Effective May 1, fees for recording ownership of aircraft and aircraft liens will be reduced from the present five to four dollars.

An **Air Transportation Institute** will be inaugurated this month by **The American University,** Washington, D. C., in cooperation with the Civil Aeronautics Administration and the Air Transport Association of America.

John G. Henwood, president of the international air freight forwarding concern bearing his own name, has announced the change of company name to **Flying Cargo, Inc.,** with offices at **140 Cedar Street,** New York.

DC-3s operating on **Pan American World Airways'** Alaskan route will be replaced by four-engined Dc-4s.

The Pacific Division of **KNILM Royal Netherlands Indies Airways** has moved its offices to **6750 Hollywood Boulevard, Los Angeles.**

Selig Altschul, aviation consultant, announces the opening of his office at **30 Broad Street,** New York.

A five-story building at 33 East 50th Street, New York, has been leased by **Aer Rianta Teoranta** for 21 years. Irish Airways expects to begin operations this Summer.

Railway Air Services, Scottish Airways, Isle of Man Air Services, and **Great Western and Southern Air Lines** have been transferred to the **British European Airways Corporation.**

Zonas Oeste y Norte de Aerolineas Argentinas has taken over operation of internal services in Argentina which were formerly operated as part of Panagra's international system.

Eastern Air Lines has inaugurated regularly scheduled service into Bradley Field in the Hartford-Springfield area. The stop is now part of EAL's New York-Boston operation.

Direct air service between Los Angeles and Minneapolis-St. Paul has been started by **Western Air Lines.**

TWA's Operations Department has published for all pilots procedures for emergency use of a dozen Army and Navy GCA (Gound Controlled Approach) landing systems along the airline's trans continental routes.

The first type certificate to be granted to a commercial passenger airplane weighing in excess of 100,000 pounds has been given by the CAA to the **Lockheed Constellation.** This plane is now authorized to take off with a gross weight of 102,000 pounds.

The first of nine **Boeing Stratofreighters** now under construction in Seattle for the Army Air Forces recently took to the air for the first time. According to the report, "the flight was completely successful."

An unofficial record for airplane weight-lifting has been set by the **Consolidated Vultee XB-36,** six-engine bomber built for the AAF. In a test flight at Fort Worth, Texas, the plane took off at a gross weight of 278,000 pounds.

Senators Owen Brewster and **Wallace H. White, Jr.,** Maine Republicans, joined in introducing legislation to merge all United States overseas commercial airlines into a single Government-subsidized company. They would meet the challenge of the "Government-owned airline monopolies of such foreign countries as England, France, the Netherlands, and Scandinavia."

It is reported that three runways will soon be ready for operation at **Idlewild Airport.** Three more have reached the stage where the pouring of concrete begins.

The **British Government** has decided to order additional *Constellations,* but will equip them with British-built Bristol *Centaurus* engines. Although no definite figure was disclosed at this writing, it was rumored that the number will be 12.

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KLM Royal Dutch Airlines

Air Cargo, Inc., Will Set Up Offices in Five Cities

Plans for the early establishment of field quarters in five strategic cities, as a means of coordinating the intensified domestic and international air cargo operations of the scheduled airlines, have been revealed by officials of Air Cargo, Inc. Offices of the ground and terminal service corporation organized by the Air Transport Association will be set up in New York, Chicago and San Francisco, Atlanta, and Dallas.

Air Cargo, Inc., will negotiate and execute nationwide pick-up and delivery contracts with cartagemen, affording the certificated air carriers operating on a common carrier basis with door-to-door air freight service at every stop on their routes. Arrangements also will be made to provide consolidated freight terminals at intermediate points to handle all types of commodities, including those requiring refrigeration. The terminals will serve as the focal point for all air traffic originating, in transit, or terminating in their respective areas.

In addition to serving as agent for scheduled airlines participating in joint airline cargo tariffs, the corporation will negotiate tariff arrangements and handling procedures between air and surface carriers for various types of combination air-surface movement of goods between certificated and noncertificated air carrier points.

Exclusive of sales promotion, it will be the central agency on all industry cargo activity, including the standardization of forms, interline agreements and practices, claims forms and procedures and other related matters. This embraces the purchase of materials on an industry-wide basis. It will also conduct analyses and kindred cost studies, set up accounting and disbursement facilities, coordinate industry and military activities regarding the development of cargoplanes and provide legal services in coping with tariff, regulatory and other problems incident to the air freight program.

Officers serving with Fred M. Glass, president, are: vice president—Jervis Langdon, former general traffic manager of Capital Airlines-PCA and formerly assistant to the vice president of the Chesapeake and Ohio Railway; secretary—Emery F. Johnson, formerly secretary of the Cargo Traffic Section of the Air Transport Association of America; treasurer—Joseph Hintersehr, who is also treasurer of ATA; and assistant treasurer—Robert E. Guest.

OIT Report Shows Aero Exports are Favorable

Aeronautical products valued at nearly $115,000,000 were exported from the United States last year, according to a report by the Office of International Trade, Department of Commerce.

Included in the total were 2,343 civil airplanes valued at $64,200,000; 59 military planes, valued at slightly over $1,000,000; 2,490 aircraft engines, $11,800,000; aircraft engine parts and accessories, $12,855,000; and other parts and accessories, $17,000,000.

While a large percentage of the exports was Government surplus, approximately 1,400 of the planes were delivered from new production. Many other planes, although listed as surplus, were converted in United States plants before being shipped abroad. By dollar value, the 10 largest export markets for United States aviation products during 1946 were:

France	$14,221,079
Canada	12,302,107
Netherlands	9,437,184
Brazil	7,663,898
Mexico	5,908,203
Australia	5,889,784
United Kingdom	5,671,462
Venezuela	5,320,695
Sweden	4,849,471
Argentina	4,189,051

Prospects are good, the OIT said, for continued large aviation exports this year, despite the decline in military and surplus sales. About 135 two- and four-engined commercial planes valued at about $75,000,000 are already ordered for 1947 delivery.

PAA Shifts Stop From Roberts Field to Accra

Pan American World Airways has substituted Accra, Gold Coast, for Roberts Field, Liberia, as a stop on its transatlantic route to South Africa.

Personnel and equipment located at Roberts Field have been shifted to Accra, and Johannesburg-bound flights will transit that base, the only change from the former route. The move from Liberia became necessary when the United States closed Roberts Field, which was used for commercial flights.

Accra's airport was an important wartime stop for military planes. A long-time British field, it was improved by PAA in 1941 as part of a government contract program and is now a modern base with paved runways lighted for night operations. Several foreign lines are using the airport.

AIR TRANSPORTATION Books

THE AVIATION ANNUAL OF 1947—Edited by Reginald M. Cleveland (Harper & Brothers, 49 East 33rd Street, New York; 250 pages; $5.00). Significant developments in the air world. Good photographic illustrations.

•

ROCKETS AND SPACE TRAVEL—By Willy Ley (Viking Press, 18 East 48th Street, New York; 374 pages; $3.75). An internationally recognized authority writes on the future of flight beyond the stratosphere. This is a revised and enlarged edition of *Rockets*. Highly interesting.

•

KALEIDOSCOPIC QUEBEC—By Amy Oakley (Appleton-Century Company, 35 West 32nd Street, New York; 278 pages; $4.00). All the charm of legendary Quebec, with interesting illustrations by Thornton Oakley.

•

FIFTH AVENUE—By Fred Stein (Pantheon Books, 40 Washington Square South, New York; 100 pages; $4.00). Air travelers to New York never miss Fifth Avenue. Here's the avenue in top-flight photographs.

•

SOLDIERS' ALBUM — By Colonel R. Ernest Dupay and Lieutenant Colonel Herbert Bregstein (Houghton Mifflin Company, 432 Fourth Avenue, New York; 173 pages; $5.00). The SHAEF pictorial history of the war in Europe. Gripping photographs.

•

THE MASS PSYCHOLOGY OF FASCISM — By Wilhelm Reich (Orgone Institute Press, 157 Christopher Street, New York; 344 pages; $4.50). Third edition of an extensive work worth reading. A different approach to a subject affecting us all.

•

DIVIDED INDIA — By Robert Aura Smith (Whittlesey House, 330 West 42nd Street, New York; 259 pages; $3.00). A discussion of the fixed elements in the Indian situation. Up-to-date information on a people in the political limelight today.

•

DISCOVERY OF EUROPE — Edited by Philip Rahv (Houghton Mifflin Company, 432 Fourth Avenue, New York; 743 pages; $5.00). American Comment on Europe, all the way down from Revolutionary War days to the present. An interesting book to take along on that flight to London or Paris.

•

THE ART OF FLIGHT INSTRUCTION — By Edward C. Bailly, Jr. (Harper and Brothers, 49 East 33rd Street, New York; 222 pages; $3.00). A book which will be appreciated both by instructors and students.

Colonial Adds Flights

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Waterman, Matson, Oceanic Cases Will be Heard Individually as Result of Important CAB Ruling

The Civil Aeronautics Board has removed all legal barriers to the operation of scheduled air service by domestic steamship lines, and has decided that it will rule on each application individually. First to be affected will be the Waterman Steamship Corporation, Matson Navigation Corporation, and the Oceanic Steamship Company.

It was decided by the CAB that compliance with Section 408 (b) of the Civil Aeronautics Act, which rules out the granting of a certificate to a surface carrier, no longer "can be considered a legal condition to the grant of a certificate of public convenience and necessity to a surface carrier." When word of the decision reached the Sea-Air Committee, which represents nine American steamship companies, Tirey L. Ford, chairman, commented:

"The Sea-Air Committee is pleased that the Civil Aeronautics Board has upheld their contention that the Civil Aeronautics Act contains no legal bar against the operation of aircraft by steamship companies.

"The Committee does not agree with the Board, however, that the fact they are steamship companies imposes any special burden of proof in presenting their cases. We believe that the concurring opinion of Chairman Landis is an accurate statement of the situation, particularly where he says: 'It is not the business of the Board to escape them by importing into the law a policy it does not contain. Instead its business is to analyze case by case the merits of contending positions and in the light of the experience thus gained to evolve the sound air transportation policy desired by Congress.'

"This special burden concept of the Board makes it apparent that additional legislation is required to fully clarify the intent of Congress.

"In its decision and in support of its theory that steamship companies have a special burden to overcome, the Board states that 'by reason of their superior resources and extensive facilities for solicitation such carriers would often be the possessors of powerful competitive weapons which would enable them to crush the competition of independent air carriers.'

"This is only another way of saying that the steamship companies are the only transportation people who are equipped to meet the 'powerful competitive weapons' being brought to bear against us by the sea and air combinations of foreign countries. We cannot possibly understand the logic of putting the admittedly weaker American team into the field.

"Remember that what is at stake is not just the extension of a few unexperienced domestic airlines into an area in which they have had no previous experience—it is American foreign trade.

"America's foreign trade produces one dollar out of every 15 of our national income, or about 10 billion dollars a year, and provides work for 3½ million Americans—this is what we are talking about and we should use our most 'powerful competitive weapons' to defend it."

Martin Enters The Helicopter Field

The Glenn L. Martin Company has established a special division to carry on research and experimentation in control systems, rotor hubs and blades for rotary wing aircraft.

Agnew E. Larsen

Assets and patents of Rotawings, Inc., of Philadelphia, have been acquired by Martin, and Agnew E. Larsen, formerly president of Rotawings, has been named manager of the new Martin division. Headqarters for the Rotawings Division have been established at North Wales, Pennsylvania.

A veteran of almost 30 years in aviation, Larsen was associated with Harold Pitcairn in the development of the autogiro and shared in the Collier Trophy award in 1931 for his work on that and allied developments. Prior to joining Rotawings, Inc., he was an engineering and management official with the Pitcairn Autogiro Company, the Autogiro Company of America, and the Pitcairn-Larsen Autogiro Company.

NAL Seeks Route

National Airlines has filed an application for a southern transcontinental air route which would link Florida with California.

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Special Rate for Airborne Newspapers and Magazines Is Asked by Post Office

Postmaster General Robert E. Hannegan revealed that a petition has been filed with the Civil Aeronautics Board by the Post Office Department asking a reduced and special rate for air mail shipment of newspapers and news magazines to foreign countries.

The petition points to the great overseas demand for news emanating in the United States. It calls to CAB's attention that the Postmaster General has negotiated international postal agreements designed to step up and encourage the free exchange of news and views with other nations of the world in a simpler, speedier manner. It further said that the Post Office Department is now charged a substantially higher rate than is charged to private individuals for the shipment of news publications. As a result, the public must pay an increased rate if it uses the mails rather than shipping by air express, depriving it of the benefits derived from international conventions.

Hannegan explained that the CAB has been asked to fix a comparable rate to the Post Office Department for air transportation as now charged to individuals by airlines. Such a rate will open the way for increased American news being received in foreign nations.

Peacetime Version Of V-Mail Due April 29

The familiar V-mail of war days will hit the civilian scene on a worldwide scale when a new system "air letters" will be inaugurated by the Post Office Department on April 29.

A uniform price of 10 cents for mailing to all parts of the world will be set up. This rate compares with the five-cent-per-ounce rate for air mail to points in the United States and its possessions, Canada, and Mexico; and various rates from eight cents to 25 cents per half-ounce to other points.

Air letters will not be photographed. They are designed on thin paper to average at least 150 to the pound. This compares with the current average of 150 regular air mail letters to the pound. The new sheets will be approximately 8½ x 12 inches unfolded, including the flap. Each bears a red-printed 10-cent air mail stamp. No enclosures will be permitted.

SAFETY AWARD FOR PAN AMERICAN

Juan T. Trippe (left), president of Pan American World Airways, receiving the 1946 safety award from George H. White, president of the Inter-American Safety Council, in recognition of a year's operation over PAA's worldwide routes without flight accident or fatality.

Electronic Flight Trainers Ordered by Pan American

The first Curtiss-Wright Dehmel Electronic Flight Trainers designed for schooling airline crews in the operation of the huge, high-speed aircraft which will go into service on its routes this year, has been ordered by Pan American World Airways.

Fixed-base machines, immovable on the floor, these trainers nevertheless are for all practical purposes full-sized airplanes in which a three-man crew can be trained on any transcontinental or transocean flight and on instrument approaches to any airport. They are designed to duplicate in exact detail for pilot, copilot, and flight engineer the cockpits of the Boeing Stratocruiser and the Republic *Rainbow* and simulate the flight characteristics of these new aircraft.

Reduction of Air Freight Rates Announced by Delta

A reduction in air freight rates averaging 66 cents per 100 pounds on all Delta Air Lines flights between all DAL cities and most of the other points on the airline's system is now in effect.

The reduction also applies when a shipment is transferred from DAL to a connecting air or surface carrier, provided the transfer point is one of those cities effected by the rates. These are: Asheville, Atlanta, Alexandria, Augusta (Georgia), Baton Rouge, Birmingham, Brunswick (Georgia) Charleston (South Carolina), Chicago, Cincinnati, Columbia (South Carolina), Dallas, Fort Worth, Greenville, Spartanburg, Jackson, Jacksonville, Knoxville, Meridian, Lexington, Miami, Monroe, New Orleans, Savannah, Shreveport and Tyler.

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20% Summer Fare Cut Announced by Pan Am

Pan American World Airways has announced a 20 percent Summer round-trip discount over the system's routes between the United States and Latin America, including Panagra's routes in Western South America. In combination with the simultaneous removal of the Federal excise tax of 15 percent on travel to South America, the new PAA vacation fares will mean drastic reductions in travel costs to South American points.

ATA Reports on New Safety Equipment

Three hundred and forty-one planes of the domestic scheduled airlines have been been completely furnished with airborne equipment which will receive the CAA Instrument Landing System, and an additional 455 planes have been partially equipped. The Civil Aeronautics Administration Scheduled Air Carrier Maintenance report for January shows that the certificated airlines have a total of 826 planes in scheduled service.

The survey which was made by the Air Transport Association reveals that 173 four-engine aircraft and 168 two-engine aircraft now carry complete ILS receiving systems, and 108 four-engine aircraft and 347 two-engine aircraft have Localizer equipment. It also shows that five airline fleets are completely equipped with ILS systems, and that an additional three fleets were so equipped but removed the glide path receivers due to certain changes made to improve the operation of these instruments.

The ATA reports that the present equipment, which costs about $650 per installation, will be removed in the near future and replaced with sets costing approximately $2,500 each, as new. very high frequency equipment becomes available.

BOAC Through Bookings To European Capitals

Through bookings via British European Airways Corporation from London can now be made in New York at special through rates. Passengers normally stay one night in London at BOAC's expense. If desired, regular stopovers in London can be arranged at normal sectional fares.

BOAC also announced that a limited amount of space between New York and Karachi, India, via London, is available in the New York office. Through fare is $808. Stopovers in London can be effected at no additional cost, if requested at the time of booking.

U. S. Ratifies World Civil Aviation Body

Ratification of a formal pact establishing the International Civil Aviation Organization on a permanent basis was announced by the State Department on March 11.

The organization will be set up next month, but the provisional body, which has been carrying on the job of coordinating world aviation since late 1944, will continue until the permanent group is ready to function. Fifty-four nations participated in the 1944 Chicago conference; 47 joined the temporary body, 28 of which have ratified the permanent body. Countries which have formally ratified the treaty are:

Argentina, Australia, Brazil, Canada, Chile, China, Czechoslovakia, Denmark, Dominican Republic, Eire, Ethiopia, India, Liberia, Mexico, New Zealand, Nicaragua, Paraguay, Peru, Philippines, Poland, Portugal, Spain, Sweden, Switzerland, Turkey, South Africa, United Kingdom, and the United States.

Afghanistan, Bolivia, Iceland, Egypt, and the Netherlands are expected soon to bring the total to 33.

New Hangar is Dedicated At Westchester County Airport

Two-and-a-half years after taking over Westchester County Airport from the Army, inspecting county officials learned this month that they have a steadily progressing field on their hands—and in line with this fact they took part in the dedication of a new airlines hangar and passenger waiting room.

Approximately 140 feet square, the hangar smooths the way for the proper servicing of giant transports. According to Robert W. Gallaway, general manager for the North American Airport Corporation, operators of the field, the building, when completed will include a control tower, cafeteria, and cocktail lounge. The waiting room and ticket offices were built by American Airlines.

An alternate field for LaGuardia Airport, Westchester almost doubled its traffic during the last four months. Fourteen thousand landings and takeoffs were recorded during the last 30 days. Built at a cost of $4,000,000, Westchester has three runways, ranging from 4,450 to 5,000 feet.

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By L. A. GOLDSMITH, *Economic Analyst,* AIR TRANSPORTATION

A quick survey of the transatlantic services offered by American Overseas, Pan American TWA, Air France, BOAC, KLM, and Scandinavian.

A PANORAMA of people going to places all over the world unfolds before your eyes when you look over the development of transatlantic schedules of both United States and foreign airlines. A veritable web of flights leave from several domestic airports every day bound for all five continents.

You can take your pick, whatever your heart desires and your pocketbook permits. Europe, Asia, Africa, and Australia are all within reach. (South America is not dealt with in this article.) The capitals of Europe, and indeed of all the world are now within reach of a few hours' flight from New York. Even the farthest stop is under three days' air travel time.

In order to gain a perspective on what is going on in the air travel field, the writer spent a full week looking into transatlantic flights alone. Selecting the three United States airlines which fly abroad, and four of the foreign airlines serving this country, a ready-made picture unfolded. Let's begin with the foreign airlines.

Air France is offering three flights a week from New York to Paris. The French line's air routes reach to all five continents and cover 51 countries. KLM inaugurated its New York-to-Amsterdam flights last May with two flights a week. The Dutch airline's world routes also cover five continents quite adequately. Curiously enough, both Air France and KLM began operations within a month of each other more than a quarter of a century ago.

British Overseas Airways Corporation flies between this country and Europe, and connects the various far flung sections of the British Empire and its Commonwealth of Nations. It has four flights a week between New York and London; and from there it is possible to continue on to Sydney, Australia, with stop-overs at Lydda, Karachi, and Singapore in 60 hours elapsed time (or 54 hours flying time) from London. There is another flight from London via BOAC to Johannesburg, taking in Malta, Cairo, Khartum, and Nairobi on the way.

Scandinavian Airlines System is an interesting experiment in international aviation. SAS was formed by pooling the commercial aviation resources of Norway, Sweden and Denmark, combining the Danish Airlines, Norwegian Airlines, and Swedish Intercontinental Airlines.

There are four flights a week from LaGuardia Field via Gander and Prestwick to Copenhagen, Oslo, and Stockholm. Stockholm and Oslo are alternated with each flight as the terminal destination. Flying time is about 17½ hours with the elapsed time slightly under one day. At Stockholm and Oslo, connections can be made to any part of Continental Europe as well as to South America, Africa, and certain parts of Asia.

Now for the United States lines flying overseas.

Pan American World Airways has at the present time 17 flights to Europe each week. Eleven terminate at London, and two go direct to Brussels, via Gander and Shannon. Four flights serve Lisbon via the Azores. Two of these weekly flights start from Washington and Boston. Naturally, New York is always on every flight. Three flights go out from New York on Saturdays, two to London, and one direct to Brussels as first stop. One of the Wednesday flights also goes direct to Brussels; and one of the Thursday flights continues from London to Brussels, Frankfurt-am-Main, and Vienna. On Monday the same route is followed with the exception of Prague which is substituted for Frankfurt. Tuesday is a one-flight day—to London. Friday is the day when PAA takes off for London and continues on to Karachi with one stop at Istanbul. The entire trip from New York to Karachi is made in 38 hours elapsed time.

Trans World Airline offers 12 flights weekly to Europe and beyond. There is a flight to India with stops at Gander, Shannon, Paris, Geneva, Rome, Athens, Cairo, Lydda, Dharan, Karachi, and Bombay. Elapsed time is 55 hours, which considering all the stops, compares favorably with PAA's 38 hours.

TWA European schedules do not only start from New York, but encompass Washington, Chicago, and Philadelphia. One of the Wednesday flights touches Shannon, Paris, Geneva, Rome, Athens and Cairo, while another on the same day reaches Cairo via the Azores, Lisbon, Madrid, and Rome. On Monday, TWA takes you to the Egyptian capital via the Azores, Lisbon, Madrid, Algiers, and Tripoli.

American Overseas Airlines has 18 flights weekly to Europe. The domestic cities served on these routes are Chicago, Detroit, Washington, Philadelphia, New York and Boston. Foreign stops are at Gander, Reykjavik, Shannon, Glasgow, London, Amsterdam, Frankfurt-am-Main, Berlin, Copenhagen, Oslo, and Stockholm. A Boston stop has been added to the Stockholm flights, and a daily service to Frankfurt via London is now on the schedule.

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Denmark Served By KLM Mercy Flights

Assistance in the distribution of essential medicines, foodstuffs and fuel to isolated communities in Denmark has been undertaken by KLM Royal Dutch Airlines during the abnormal winter that has frozen normal supply routes throughout the country. In addition to supplying a DC-3, several three-man crews have also been assigned to the project, to permit a continuous day and night operation. When space will permit, mail to the isolated communities will be carried in addition to the essential supplies.

PAA, AOA, TWA Ahead In Atlantic Flying in 1946

Pan American World Airways, American Overseas Airlines, and Trans World Airline, the three United States airlines operating across the Atlantic, by far overshadowed the transatlantic flying of the five foreign airlines during 1946. PAA, AOA, and TWA ranked first, second, and third respectively.

The United States airlines made 84 percent of the flights and carried 86 percent of the passengers. Foreign travelers outnumbered Americans by approximately 11 to 10. It was reported by the Civil Aeronautics Board that the volume for the first half of 1946 was large compared with prewar transatlantic air travel. In the July-December period it nearly doubled as all lines increased their operations.

PAA took the topmost position with 1,100 flights and 33,635 passengers; AOA second with 1,059 flights and 29,115 passengers; TWA third with 830 flights and 24,727 passengers; KLM Royal Dutch Airlines fourth with 189 flights and 6,339 passengers; Air France fifth, 173 flights and 5,214 passengers; British Overseas Airways Corporation sixth, 194 flights and 3,355 passengers; Scandinavian Airlines System seventh, 113 flights and 2,149 passengers; Sabena eighth, 12 flights and 386 passengers.

Personal Plane Exports Ahead of 1946 Average

One hundred and forty-six personal planes, valued at $479,763, were exported by nine companies during February. These totals represent 9.2 percent of total production and 8.6 percent of dollar value for the same companies.

February exports showed an increase over January figures, which were 119 planes valued at $376,124 and, percentagewise, 6.2 percent of both total production and dollar value. It was pointed out that 1947 exports are running well ahead of the 1946 average. Last year's total was 1,224 planes valued at $2,898,760, representing 5.5 percent of total production and 6.1 percent of dollar value.

The companies reporting the above data include Aeronca Aircraft Corporation, Bellanca Aircraft Corporation, Cessna Aircraft Company, Fairchild Engine and Airplane Corporation, Funk Aircraft Company, North American Aviation, Inc., Piper Aircraft Corporation, Republic Aviation Corporation, and Stinson Aircraft of the Consolidated Vultee Aircraft Corporation.

PAA Announces New Special Commodity Rates for Alaska

Special commodity air express rates, between Seattle and Alaska and points within the Territory, have been placed on movie films, furs, fresh food, seafood and household goods, by Pan American World Airways. Reductions of from 24 to 56 percent are now in effect.

The commodity fur rate has been cut 24 percent, while muskrat has been given special reductions up to 44 percent. Fresh food commodity prices are down by 53 percent and additional points included under the new rate. A special rate has been placed on fish and seafood flown from Juneau and Ketchikan to Seattle.

Movie films are now flown for 50 percent less, and household goods have been reduced from 35 to 56 percent. The reductions on household goods and personal effects apply only in the southbound direction.

Chicago is Show Site

The 1947 National Aircraft Show will be held on Navy Pier in Chicago November 1-9, according to an announcement made by General Oliver P. Echols, president of the Aircraft Industries Association of America, sponsors of the event. In addition to personal and executive type aircraft, which will be featured, and comprehensive exhibits of related engines and accessories, there will be exhibits by transport manufacturers of aviation products and allied lines.

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TALEWINDS

By JOHN F. BUDD, JR.

STEADILY toiling aviation salesmen are trying to lift their load factors back to more comfortable heights. The crusade to outlaw red ink is not made easier by the shackling imposed on them by stringent economic measures. Cheese paring is the order of the day. In the process of making every effort count, more than one flaw has been uncovered in their sales technique. Too many sales reps tackle the prospect armed with only attractive schedules, colorful brochures, and, they hope, a winning smile. They return with intangible promises from Mr. Piddledump of the Pickle Works, Inc., not signed orders. Little wonder the quandary in which the bosses and streetmen found themselves when they tried to evaluate the calls objectively.

Candidly admitting that an amazing percentage of their salesmen's calls was unproductive, one of the major airlines quietly developed a detailed system of account evaluation. The cost of the research alone sounds like the monthly gross of a wartime nightclub thrush. The lack of fanfare undoubtedly has the airline publicity chief talking to himself—for what airline today couldn't use a favorable press? However, the feeling was that perhaps the salesmen, through inexperience, were failing to draw out the account and being misled by assurances such as, "Oh yes, we do a lot of flying with your line." This might mean two quick trips to Boston for the month.

Key questions were outlined in a report to be followed during interviews. Nothing is left to chance. They want to know just what influence the prospect has upon the mode of travel. If he just follows orders and can't make suggestions, obviously someone else needs the sales job. Regardless of the travel done on their line, they want to know what would an estimate be of the annual travel of the firm. How much of this they are getting can be quickly checked. Weeding out the fakers—the ones who want an "in" just in case they have to fly someday—attention is turned to the potential air traveler, and an estimate is made relating to the number of call-backs deemed necessary. To the firms using air transportation, more service is offered. For the first time this new idea provides a check system for the non-charge-account customers.

About 15 years ago the problem was simpler, or more complex, depending on the viewpoint. They merely had to introduce the revolutionary theme of air travel to everyone, it seemed. Alone against a dubious world, the airline men eagerly welcomed a chance to meet together. Whether the idea of an Airlines Traffic Club in New York intrigued them or they were looking for the comfort of company, is lost to history. Starting with the elite they met monthly at the Princeton Club, finally drifting down to meeting places more in keeping with their thin pocketbooks, like the Silver Dollar in downtown New York.

Sincerity and eagerness substituted for elaborate appointments. It was actually the first glimmer of an interline association—perhaps even a forerunner of the Air Transport Association. Paul Bewshea, then of Imperial Airways, now North American sales manager for British Overseas, was elected president. The roster of early members sounds like a *Who's Who in Aviation Today*. There were Dick Lounsberry, now Pan Am's passenger traffic manager; Jim Farrell, ex-Easternite, now Northwest's New York district traffic manager; Morris Delauney, Pan Am; Andy Newcombe, American's Boston sales manager; Buzz Murphy, TACA's new district traffic manager; Bob Ebbitts, one-time Northeast district traffic manager, now agency chief for Peruvian; E. K. Smith, George Reading, O. M. Whitney, and a host of others.

Striving for recognition, just as the '47 edition is doing, they shrewdly called on Captain Eddie Rickenbacker and Igor Sikorsky to address their group. Both events were gala shindigs and the club was made. Ability paid off and they all took the step up, unfortunately allowing the organization to slowly peter out.

Now leading executives in the industry, many of them are appreciably watching the struggles of the new Airlines Traffic Club of New York. No doubt events long unremembered are flashing back. They are probably chuckling over the "union scare" the new club caused—but that's getting into next month's story.

PLAN FOR STUDENTS

Lieutenant General Harold L. George (right), wartime chief of the Air Transport Command and present head of Peruvian International Airways, meeting Dr. Mauricio Hochschild, Bolivian tin czar, who has made a grant to cover tuition and living expenses of one student each year from Bolivia, Peru, and Chile, to attend the American University in Washington, D. C. PIA will provide round-trip transportation for the students. The airline begins service shortly between Lima, New York and Montreal.

IATA Will Develop An Air Travel Credit Plan

The Traffic Committee of the International Air Transport Association has recommended the development of an international air travel credit plan applicable to member airlines of the IATA.

The IATA head office and its other agencies have been asked to work out a system which would permit the sale of air transport against periodic billings as well as for immediate cash payment. It was pointed out, however, that application of such a plan on a worldwide basis during a period of stringent currency controls would require extensive study and negotiation.

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CAB Gives Colonial Temporary Mail Rate

The Civil Aeronautics Board has established for Colonial Airlines a temporary system mail rate of 20 cents per mile. It was estimated by Sigmund Janas, president, that this action will give Colonial retroactive mail pay for the year 1946 in excess of $400,000 and that this figure should be substantially increased when the permanent system rate is awarded.

Janas pointed out that "included in the retroactive mail pay is the establishment of a temporary rate on the routes from Ottawa and Montreal to Washington."

Air-Minded Alaskans Put Their Trust in Airplanes

According to the Civil Aeronautics Administration, Alaska still is the "air travel-ingest" area in the world, with an estimated 69 percent of its entire population recorded as airline passengers during 1945. This is the latest year for which statistics are available.

Compared with this, only 10 percent of the population in the United States flew during 1946, if the 13,500,000 passengers listed here were to be considered as separate individuals. A statistical breakdown reveals that the average United States resident flew 52 miles on scheduled airlines in 1945 in comparison with 233 miles for the average Alaskan. There are some 85,000 civil airplanes in the United States for 140,000,000 people, while in Alaska there are 600 planes for 80,000 people.

Return by the military of many excellent facilities at airports to CAA control, and full-scale resumption of mining promises still greater increase in Alaskan air travel, CAA officials point out. Never before has the Territory had such landing facilities, which in some cases are so elaborate that CAA is unable to maintain them on its Eighth Region budget. Alaska is also on the new world airline routes, but the real flying volume there is piled up by the domestic public.

Metropolitan Traffic Association Hears Specialists on Air Freight

Five air cargo experts pooled their know-how at a special air freight forum sponsored by the Metropolitan Traffic Association of New York. Participating were Walter Johnson, regional director of sales for American Airlines; Robert W. Lake, air cargo sales director for Scandinavian Airlines System; Bernard C. McMahon, Jr., member of the board of directors and one of the founders of Flamingo Air Service; James J. Boyle, general traffic manager for Skyways International; and John S. Gorby, president of Stark Air Shipping.

The forum was under the chairmanship of William L. O'Brien, president of Fast, Inc., who lay the groundwork with a terse history of the plane as a freight carrier. In his presentation, Lake outlined the cargo operations of the scheduled international airlines, touching upon the subjects of airway bills, customs, rates, and brokerage. Johnson represented the domestic scheduled airlines.

McMahon pointed to the fact that two years ago, "when air cargo was a baby in swaddling clothes," air shipping rates "varied from 45 cens per ton-mile for certificated airlines to 26 to 35 cents per ton-mile for non-certificated carriers." He stated that the entry of war veterans into the new industry caused the rates to drop fast. Keen competition, he said, though it carried with it a high toll of non-scheduled operators, has resulted in "real benefit to the shipping public, as well as the buying public," bringing down the rates to between 11 and 16 cents per ton-mile."

Boyle confined his short talk to an explanation of the numerous problems faced by an airline flying into a foreign country, and how the shipper can help to expedite his freight by contacting the airline for rules and regulations in advance of shipment. Henry W. Fischer, of AIR TRANSPORTATION, also contributed some of his knowledge of air freight problems.

The MTA meeting was set up by R. A. Kull, of Lamont, Corliss and Company, co-chairman of the association's Traffic Committee.

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HEADS IAA

Colonel L. H. Brittin, who recently was elected executive director of the Independent Airfreight Association. Founder of Northwest Airlines as well as its vice president-general manager for a dozen years, Brittin served as the first chairman of the Minnesota Aeronautics Commission and president of the National Association of State Aviation Officials. He acted as consultant for teh Aeronautical Chamber of Commerce, Wayne University, Bureau of Foreign and Domestic Commerce, and the Aviation Section of the New York Board of Trade. At the present time he is associated with the United States Department of Agriculture as collaborator in research studies in the air transportation of agricultural perishables. The Independent Airfreight Association is composed of Slick Airways, Flying Tiger Line, U. S. Airlines, Flamingo Air Service, and Willis Air Service.

New Name

Stockholders of The Aviation Corporation have approved the change of the name of the company to Avco Manufacturing Corporation. Five new directors have been elected to the board: R. C. Cosgrove, Carl H. Kindl, J. H. Oppenheim, James D. Shouse, and Harry Woodhead.

What Air Freight Carriers Can Expect from New York's Glamor Industry

(*Continued from Page* 18)

proportion to its resident population. Since 1940 there has been a steady rise in dollar volume of retail sales in both areas. Federal Reserve Board indices show that department store sales in the San Francisco-Oakland area increased over 200 percent since 1939 while corresponding sales in the principal cities of Florida increased over 300 percent. In both areas the sale of women's apparel assumed larger proportions of total department store sales.

As has been demonstrated in an earlier section, the rise in dollar volume of apparel merchandise has not been paralleled by an increase in unit production, but merely reflects an increase in unit price and a trend to the manufacture of higher-price lines. The rise in the proportion of women's apparel sales to total department store sales during the war years resulted from a decrease in demand for men's apparel and from the absence of many articles on the counters owing to war shortages and restrictions. It is felt that the 1939 relationships reflect the normal situation and that in a short period of time these same relationships will again be in evidence. A review of conditions following World War I supported by informed opinion, indicates that the price level will drop, after full production is resumed, to a level about halfway between present prices and prewar prices. An increase in unit production commensurate with population increase and increased purchasing power can also be expected in the normal course of events.

The phenomenal rise in department store sales in Florida is directly attributable to artificial wartime conditions. With the cessation of travel outside continental limits during the war, Florida became one of the country's leading resort areas, with the heaviest influx of resort trade in its history. In addition, higher war incomes, with fewer articles on which to spend this increased income, resulted in more people vacationing at fashionable recreational playgrounds. It is believed that with the removal of travel restrictions, travel will again be resumed to the many resort areas outside the United States, and that Florida will diminish relatively in importance as a resort area.

From an analysis of retail distribution data it is apparent that department and women's ready-to-wear stores account for the bulk of women's apparel sales, individually and collectively. Questionnaire returns indicate that these types of establishments will be the first and by far the largest users of air freight service on a sustained basis, depending upon the rates and service conditions previously discussed. To date, some of these establishments have already utilized air freight and air express to a limited extent, but these operations have been mostly of promotional and emergency nature.

A substantial volume of traffic is also indicated for the larger fur shops. Chain stores of the department and ready-to-wear group account for a large volume of retail sales, and contracts with a few of these types of organizations could in themselves provide sufficient poundage to form the backbone for a sustained operation. From the point of view of the air freight operator the most desirable type of chain store organization is that which maintains central warehouses or assembling points to which merchandise for an entire region is shipped and then distributed to the individual outlets comprising the chain.

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Port Authority's Revised Airport Plan is Finally Adopted by New York City

The offer of the Port of New York Authority to lease Idlewild and LaGuardia Airports has received preliminary approval by the New York City Board of Estimate. This action is expected to lead to the operation of the city's air facilities by the Authority.

After 15 months of controversy, members of the Board of Estimate indicated unanimously that they would approve final agreement. Chief revision of the original Authority offer is the agreement to reduce the latter's request for a 99-year lease to 50 years.* The city will receive 75 percent of the net revenues when they equal five percent of the interest and amortization charges on outstanding bonds. It is also guaranteed a minimum annual payment of $350,000 until 1957, and $450,000 for the next 40 years. The Authority agreed to withdraw its right to cancel its lease if returns from a proposed $191,000,000 investment to complete Idlewild in a seven-runway stage and rebuild LaGuardia, do not prove profitable.

Howard S. Cullman, chairman of the Port of New York Authority, stated that the most conservative estimate of an annual New York airport payroll under the Authority's plan is $100,000,000. It is expected, he said, that the airlines, concessionaires, and others will employ about 40,000 people at Idlewild and LaGuardia alone.

*Read *Airport Development in the New York-New Jersey Port District* in the February, 1947 issue of AIR TRANSPORTATION.

Portugal's Place in Air Commerce

(*Continued from Page 11*)

amounts dependent upon the efficiency achieved by the operation. He states that, considering the amount of potential interimperial air traffic, the capital investment, the expenses incidental to the establishment of such a service, and the cost of maintaining and operating it would greatly exceed the operating receipts. The author also points out that years would be required to create the extremely specialized organization that is required for the operation of a long-distance air service. He emphasizes the essentiality of safety in flight and says that it can only be achieved through a vigorous program of training for pilots and navigators, and the provision of such services as meterological stations, communication centers, and thorough ground examination of ships.

Nevertheless, the political advantages of such a Portuguese Empire service are "of the greatest importance" says the author. He suggests that the costs might well be considered one of the expense of sovereignty, and perhaps if pursued in that sense the results of the operation might be considered by the world of tomorrow as worth the cost and effort so incurred. Warning is given against any hasty action which might lessen the assurance of flight safety and thus prevent the realization of this ambitious concept of an imperial air service.

The studies and discussions afford convincing evidence that Portugal is keenly alive to the potentialities of the Air Age and is resolute in its intention to participate in them to the fullest practicable extent.

Helicopter Mail Routes for Los Angeles Asked by P. O.

Postmaster General Robert E. Hannegan, in a brief to the Civil Aeronautics Board, has urged the granting of a certificate for the operation of helicopter mail routes in the Los Angeles area.

"It has been the traditional policy of the Postal Service," he said, "to encourage every new facility which afforded practical prospect in advancing postal transportation; to overlook no single factor that might contribute to the expedition of mail between the sender and receiver."

In asking that the Board take prompt action in the matter, Hannegan recommended that the certificate be issued to permit flexible operation. This would enable the Post Office Department to give additional service to any locality in the Los Angeles area where needed and warranted, and would result in lower costs to the department.

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AIR TRANSPORTATION *Congratulates*

★ EXECUTIVE ★

ROBERT W. LEA, elected as a member of the board of directors of the Curtiss-Wright Corporation. He is president of the Johns-Manville Corporation.

JENNINGS RANDOLPH, for 14 years a member of the House of Representatives, appointed assistant to the president of Capital Airlines. He was recognized as one of the most air-minded members of Congress.

ROBERT W. RUSSELL, named administrative assistant of the Hamilton Standard Propellers Division, United Aircraft Corporation. He continues as a vice president of United Aircraft Service Corporation and assistant secretary of United Aircraft Corporation.

LIEUTENANT GENERAL BARNEY McK. GILES, elected a vice president of Air Associates, Inc. He was recently named by the firm to head up its engineering division.

PAUL HOVGARD, appointed general manager of the Piasecki Helicopter Corporation. He has been associated with Travelair, Keystone, Kellett, Pitcairn, Pennsylvania Syndicate, Curtiss-Wright, Glenn L. Martin, and the Cornell Aeronautical Laboratory.

SHAUN MAHONEY, now serving as assistant to Fernand J. Martens, Sabena's special representative to North America. He comes to Sabena from TWA.

T. L. TAYLOR, named to head up the new Customer Relations Division of the Glenn L. Martin Company. He formerly served as chief production test pilot and manager of the Service and Spares Department.

★ ADVERTISING ★ PUBLIC RELATIONS

JOHN H. MURDOCH III, formerly assistant advertising manager for Pan American World Airways, appointed director of advertising for Peruvian International Airways. A native of Washington, he has many years' experience in airline advertising and public relations.

WILLIAM G. PRESTON, who has joined the public relations staff of the Scandinavian Airlines System. He recently served American Airlines as assistant director of public relations in the eastern regional office.

★ SALES TRAFFIC ★

WILLIAM P. HUXLEY, elevated to the position of sales manager of the Hamilton Standard Propellers Division, United Aircraft Corporation. He has served as an assistant sales manager since January of last year.

WILLIAM M. AMBROSE, appointed Latin American representative of the Frank Ambrose Aviation Company. His past experience includes important posts with the Civil Aeronautics Administration and the American Embassy at Rio de Janeiro.

HARDING L. LAWRENCE, promoted to the post of general traffic manager of Pioneer Air Lines. During the war he served as an instrument trainer instructor.

JAMES W. BOYLE, appointed traffic manager of Skyways International Airways. His headquarters are in Miami.

RICHARD C. TALBOT, named district traffic manager for Braniff International Airways in Tulsa, Oklahoma. He is a veteran of the Army Air Forces.

M. J. FOLEY, appointed Canadian representative for United Air Lines. A former employee of Canadian Steamship Lines, he joined UAL six years ago.

OLGA BROMAN, who has been associated with the travel industry for a full decade, now in charge of agency relations for KLM. Prior to joining KLM she was associated with American Airlines.

EDWARD J. RYAN, named district traffic manager, for Mid-Continent Airlines at Minneapolis; and **HOWARD E. DAVIDSON, KENNETH W. WOODS,** and **JACK B. BARNES,** new city traffic managers in the respective cities of Kansas City, Shreveport, and Des Moines.

THOMAS A. SHEEHAN, appointed city manager of the Hartford-Springfield area for Eastern Air Lines. He has been with EAL since 1940.

MARGARET E. KERR, named special representative for Northeast Airlines' Sales Department. She is a former ferry pilot.

★ CARGO ★

JOHN W. G. OGILVIE, who succeeds Lois Cholot as express traffic manager for Pan American World Airways. He was with the International Telephone and Telegraph System from 1927 to 1941, and served in executive posts with affiliated companies in Europe and Latin America. Between 1941 and 1946 he was associate director and later director of radio for the Office of the Coordinator of Inter-American Affairs, and was acting chief of the International Broadcasting Division, Department of State.

JAMES E. HENRY, veteran of nearly 10 years in PAA's traffic department, named express and mail superintendent of the Latin American Division. His headquarters are in Miami.

DONALD A. HUFF, appointed director of express and cargo for Peruvian International Airways. He was previously associated with Braniff. During the war he served with the ATC.

★ PASSENGER ★

H. W. FURMAN, named passenger service manager for United Air Lines at Los Angeles. Furman has been with the airline since 1941.

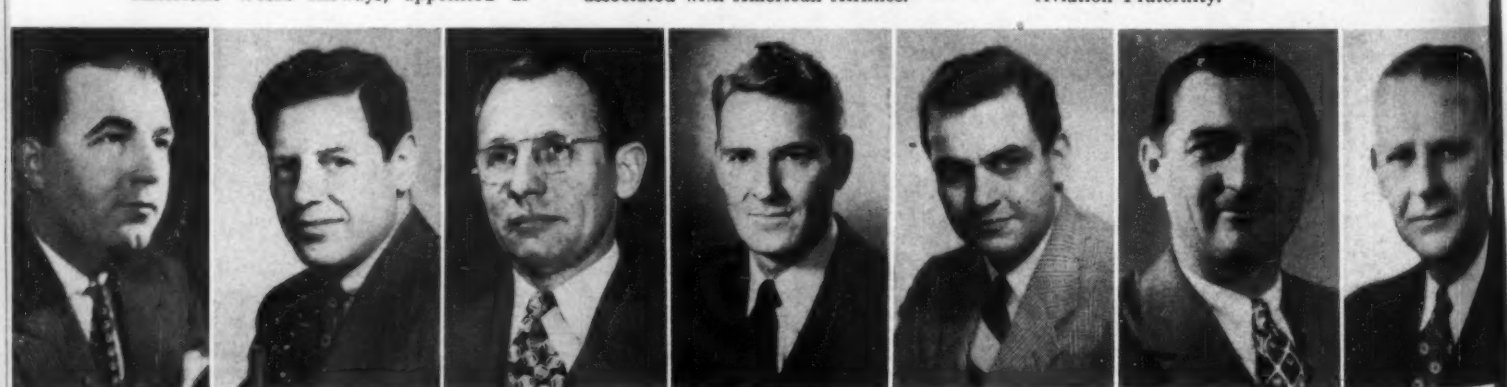
★ OPERATIONS ★

W. E. "SLIM" LARNED, well-known air transportation veteran, appointed assistant director of flight operations for United at Chicago. He served with the NATS during the war.

★ MISCELLANEOUS ★

W. L. THOMPSON, JR., president of the Mercury Airfreight Corporation, appointed to the Aviation Committee, Los Angeles Chamber of Commerce.

MAURICE MILLERET DE BROU, associated with TACA Airways, awarded a life membership in the International Aviation Fraternity.



ennings Randolph | Robert W. Russell | Paul Hovgard | T. L. Taylor | William P. Huxley | William M. Ambrose | John W. G. Og

LEGAL NOTES on AIR TRANSPORTATION

By GEORGE BOOCHEVER

Chairman of the Legal Committee and General Counsel to the Aviation Section, New York Board of Trade

IN *People v. Crossan, 87 Cal. App. 5 (261 Pac. 531)* the defendant appellant was found guilty on two counts charging manslaughter in the operation of an airplane, the engine of which stopped while it was in the air, making it necessary for him to land. In doing so, he struck and killed two girls who were bathing in the surf at Venice, California.

The appellant complained that the court wrongly instructed the jury as to the degree of negligence necessary to constitute a case of manslaughter. The appellate court stated that there was no proof that the operation of the airplane at the time and place in question was an unlawful act, or that appellant was operating it in an unlawful manner. The offense, if any, was involuntary manslaughter resulting from "the commission of a lawful act which might produce death . . . without due caution and circumspection," as defined in subdivision 2 of Section 192 of the Penal Code.

After defining manslaughter in the language of Section 192, the court gave instructions to the jury "that only the last of these kinds of manslaughter is involved in this case, that is, manslaughter in the commission of a lawful act without due caution and circumspection."

Two additional instructions repeated the instructions, charging the jury to find the defendant guilty "if you believe from the evidence beyond a reasonable doubt that the defendant operated an airplane without due caution and circumspection, as a result of the operation of the airplane in such manner defendant's airplane collided with the deceased . . . and thereby caused the death" of said deceased.

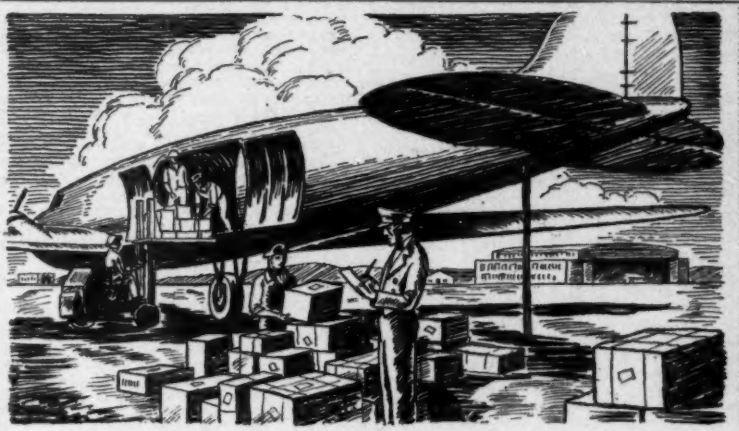
The criticism of the instructions was "because they do not define the terms 'due caution and circumspection'; and also that certain instructions which were requested in which these words were declared to be equivalent to 'criminal negligence' and the latter term was defined as 'that degree of negligence which is so gross and so flagrant that it indicates to the mind of the jury a wanton and reckless disregard of the right of others', should have been given."

The Appellate Court disposed of both of these contentions adversely to the appellant quoting, with approval, the following from the case of *People v. Wilson, 193 Cal. 512, 518 (226 Pac. 5):*

"In the Wilson case the Supreme Court said: '. . . when a person is doing anything dangerous in itself, or has charge of anything dangerous in its use, and acts with reference thereto without taking those proper precautions which a person of ordinary prudence would have used under the circumstances and the death of another results therefrom, his act or neglect is a criminal act against the person so killed even though his negligence does not amount to a wanton or reckless disregard of human safety or life."

After further discussion of the criticism of the court's charge to the jury the court concluded on this point with the following: "However this may be, it cannot be disputed that error cannot be predicated upon an instruction which states the law as the legislature has fixed it by statute and which is applicable to the case."

The court, however, found that errors were committed in admitting certain evidence as to careless operation of the plane on other occasions previous to the fatal flight, circumstantial evidence when there were eyewitnesses to what occurred and expert testimony which was held to invade the province of the jury and on those grounds the conviction was reversed and a new trial ordered.



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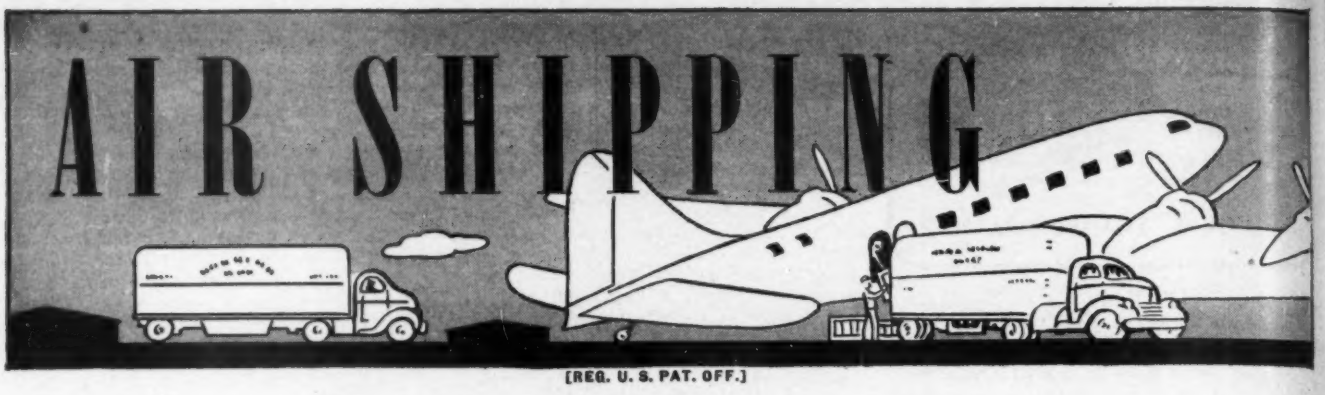

[REG. U. S. PAT. OFF.]

International Express and Mail Tables

Air express rates quoted are from U. S. International airport of departure (U. S. Gateway) and are based on the prevailing tariffs, airport to airport (see note).

Shippers are warned, however, that these are subject to change.

GATEWAY SYMBOLS

Bb—Bangor, Me.
Bro—Brownsville, Tex.
Bw—Boston, Mass.
Cc—Corpus Christi, Tex.
Cg—Chicago
Cub—Cut Bank, Mont.
Dl—Dallas
Eo—El Paso
Fv—Fort Worth
Gf—Grand Forks, N. D.
Hu—Houston
Jg—Burlington, Vt.
Lgs—Los Angeles
Lo—Laredo
Mia—Miami
Ms—Minneapolis-St. Paul
No—New Orleans
Nyk—New York
Ph—Philadelphia
Sa—San Antonio
Sf—San Francisco
Sq—San Diego
Ste—Seattle
Wa—Washington, D.C.

International Air Express is subject to two charges: one a charge per pound weight or measurement at carrier's option (200 cu. in. to the pound of weight), the other a charge per $100 of valuation. The two must be added on any shipment to determine the cost. Neither includes insurance, which may be purchased by the shipper from the carrier or otherwise.

Priorities: The air carriers warn all shippers that express traffic, both U. S. Government and commercial, is so heavy that no guarantee can be given that any shipment will depart on any particular plane unless it enjoys U. S. priority. Otherwise it will depart, in relation to other shipments, in the order received at the international airport used, subject to wartime limitations. Pickup service without extra charge is available for all international air express, except shipments routed through American Overseas Airlines. For shipments forwarded via Pan American Airways, a "Shipper's Letter of Instructions" is prepared and accompanies shipment to local REA office, where the PAA Airwaybill is prepared. (On cargoes to be shipped via American Overseas Airlines, Inc., shippers should contact "Shipper's Service," 100 East 42nd Street, New York 17, N. Y. LExington 2-5700.)

International air carriers whose schedules are rates are included here are indicated by the letter following the symbol for the airport.

AIRLINE SYMBOLS

A—American Airlines
AO—American Overseas Airlines
B—Braniff Airways
C—Colonial Air Lines
EA—Expreso Aereo Inter-Americano
K—KLM-Royal Dutch Airlines
NE—Northeast Airlines
N—National Airlines
NW—Northwest Airlines
P—Pan American Airways System and affiliates
T—Trans-Canada Air Lines
TA—TACA
TW—Transcontinental & Western Air
U—United Air Lines
W—Western Air Lines

NOTE: Per pound rate shown in this column is based on the average package weighing 25 lbs., i.e., 1 lb. package from New York to Ontario would cost $1 or 25 lbs. $4. Average cost per lb., 16¢. . . . Valuation rates are only due if consignments are shipped with declared value. . . . The valuation charge shown for AA and AOA is only applicable on shipments with a valuation of over $7.71 per pound. For further information, contact AA or AOA.

* British Overseas Airways Corp. carries from Foynes, Ireland, to destinations in England, Scotland, and Wales.

** It is suggested that those having shipments 100 pounds and over contact the carrier for special rates.

† Canadian air express is carried on the same basis as air express within the U. S.: $50 declared value free: excess charged at 10 cents per $100 or faction thereof.

LATIN AMERICAN ROUTES

(Mail rate to points in Mexico is on a 1-ounce basis.)

Destination	U. S. Gateway & Airline	RATES (See Note) Per Lb.	RATES (See Note) Per $100 Value	Depart	Mail per ½ Oz.
Amalfi, Colombia	Mia P	.77	.32	Su,T,Th,Sa	.10
"	Bro P	1.15	.43	Su,M,W,Sa	.10
"	No P	1.11	.43	Su,M,W,Sa	.10
"	Lgs P	1.44	.43	Su,T,F,Sa	.10
"	Hu P	1.23	.43	Su,M,W,Sa	.10
"	Cc P	1.18	.43	Su,M,W,Sa	.10
Andagoya, Colombia	Mia P	.81	.32	Su	.10
"	No P	1.12	.43	F	.10
"	Bro P	1.15	.43	F	.10
"	Lgs P	1.42	.43	Th	.10
"	Hu P	1.23	.43	Dly	.10
"	Cc P	1.18	.43	Dly	.10
Antigua, B.W.I.	Mia P	.51	.32	Dly	.10
"	Nyk P	.56	.32	Dly	.10
"	No P	.96	.32	Dly	.10
"	Bro P	1.10	.43	Dly	.10
"	Lgs P	1.35	.43	Dly	.10
"	Hu P	1.18	.43	Dly	.10
"	Cc P	1.13	.43	Dly	.10
Antilla, Cuba	Mia P	.24	.15	Dly	.06
Antofagasta, Chile	Mia P	1.26	.43	Dly	.10
"	No P	1.34	.43	Dly	.10
Antofagasta, (Con'd)	Bro P	1.34	.43	Dly	.10
"	Lgs P	1.56	43	Dly	.10
"	Hu P	1.42	.43	Dly	.10
"	Cc P	1.37	.43	Dly	.10
Any Destination in Colombia other than those named herein	Hu P	1.28	.43	Dly	.10
"	Cc P	1.23	.43	Dly	.10
Aracaju, Brazil	Mia P	1.26	.43	T,Th	.10
"	Nyk P	1.55	.43	Th,Sa	.10
"	No P	1.53	.43	Su,T	.10
"	Bro P	1.60	.43	Su,T	.10
"	Lgs P	1.90	.43	M,Sa	.10
"	Hu P	1.68	.43	Su,T	.10
"	Cc P	1.63	.43	Su,T	.10
Arequipa, Peru	Mia P	1.16	.43	Dly	.10
"	No P	1.26	.43	Dly	.10
"	Bro P	1.26	.43	Dly	.10
"	Lgs P	1.51	.43	Dly	.10
"	Hu P	1.34	.43	Dly	.10
"	Cc P	1.29	.43	Dly	.10
Arica, Chile	Mia P	1.19	.43	Dly	.10
"	No P	1.26	.43	Dly	.10
"	Bro P	1.26	.43	Dly	.10
"	Lgs P	1.53	.43	Dly	.10
"	Hu P	1.34	.43	Dly	.10
"	Cc P	1.29	.43	Dly	.10
Armenia, Colombia	Mia P	.81	.32	Dly	.10
"	No P	1.04	.32	Dly	.10
"	Bro P	1.04	.32	Dly	.10
"	Lgs P	1.34	.43	Dly	.10
"	Hu P	1.15	.43	Dly	.10
"	Cc P	1.10	.43	Dly	.10
Aruba, N. W. I.	— P	via Curacao, N.W.I.			...
"	Mia K	.41	.32	Dly	.10
Asuncion, Paraguay	Mia P	1.53	.43	Su,T,F	.10
"	Nyk P	1.77	.43	Su,T,F	.10
"	No P	1.75	.42	Su,W,F	.10
"	Bro P	1.86	.43	Su,W,F	.10
"	Lgs P	2.19	.43	T,Th,Sa	.10
"	Hu P	1.94	.43	Su,W,F	.10
"	Cc P	1.89	.43	Su,W,F,Sa	.10
Ayapel, Colombia	Mia P	.67	.32	T,Th	.10
"	No P	1.04	.32	M,F	.10
"	Bro P	1.14	.43	M,F	.10
"	Lgs P	1.41	.43	Su,Th	.10
"	Hu P	1.22	.43	M,F	.10
"	Cc P	1.17	.43	M,F	.10
Balboa, C. Z. (Panama City	Hu P	.74	.32	Dly	.10
"	Cc P	.70	.32	Dly	.10
Bahia, Brazil (*See Sao Salsador*)	...	...	...	...	...
Balboa, Canal Zone	Mia P	.55	.32	Dly	.10
"	MiaTA	.63	.20	Dly	.10
"	No P	.82	.32	Dly	.10
"	Bro P	.86	.32	Twice Dly	.10
"	Lgs P	1.15	.43	Dly	.10
Baracoa, Cuba	Mia P	.28	.17	Dly	.06
Barcelona, Venezuela	Mia P	.66	.32	Dly	.10
"	Nyk P	.82	.32	Dly	.10
"	No P	1.02	.32	Dly	.10
"	Bro P	1.12	.43	Dly	.10
"	Lgs P	1.36	.43	Dly	.10
"	Hu P	1.02	.43	Dly	.10
"	Cc P	.97	.43	Dly	.10
Barranca, Bermeja, Col.	Mia P	.75	.32	Su,T,W,F,Sa	.10
"	No P	1.12	.43	Su,M,Th,F	.10
"	Bro P	1.20	.43	Su,M,Th,F	.10
"	Lgs P	1.49	.43	Su W,Th,Sa	.10
"	Hu P	1.28	.43	Su,M,Th,F	.10
"	Cc P	1.23	.43	Su,M,Th,F	.10
Barranquilla, Colombia	Mia K	.53	.32	T, F	.10
"	Mia P	.49	.32	Twice Dly	.10
"	Bro P	.96	.32	Dly	.10
"	No P	.86	.32	Dly	.10
"	Lgs P	1.23	.43	Dly	.10
"	Hu P	.84	.32	Dly	.10
"	Cc P	.78	.32	Dly	.10
Bauru, Brazil	Mia P	1.46	.43	Su,W,Sa	.10
"	Nyk P	1.67	.43	T,F,Sa	.10
"	Hu P	1.79	.43	M,Th,F	.10
"	Cc P	1.74	.43	M,Th F	.10
"	No P	1.60	.43	M,Th,Sa	.10
"	Bro P	1.71	.43	M,Th,Sa	.10
"	Lgs P	2.05	.43	Su,W,Th	.15
Bayamo, Cuba	Mia P	.24	.15	Dly	.06
Belem, Brazil	Mia P	1.09	.43	Twice Dly	.10
"	Nyk P	1.20	.43	Dly	.10
"	MiaTA	1.09	.43	Frequently	.10
"	No P	1.33	.43	Dly	.10
"	Bro P	1.34	.43	Dly	.10
"	Lgs P	1.56	.43	Dly	.10
"	Hu P	1.38	.43	Dly	.10
"	Cc P	1.33	.43	Dly	.10
Belize, Br. Hond.	MiaTA	.26	.17	Dly	.10
Bello-Horizonte, Brazil	Mia P	1.44	.43	Dly	.10
"	Nyk P	1.64	.43	Dly	.10
"	No P	1.56	.43	Dly	.10
"	Bro P	1.69	.43	Dly	.10
"	Lgs P	1.99	.43	Dly	.10
"	Hu P	1.77	.43	Dly	.10
"	Cc P	1.72	.43	Dly	.10
Bluefield, Nicaragua	MiaTA	.57	.20	Dly	.10
Bogota, Colombia	Mia P	.62	.32	Twice Dly	.10
"	No P	1.08	.43	Dly	.10
"	Bro P	1.11	.43	Dly	.10
"	Lgs P	1.38	.43	Dly	.10
"	MiaTA	.77	.32	Dly	.10
"	Hu P	1.19	.43	Dly	.10
"	Cc P	1.14	.43	Dly	.10
Bonaire, N. W. I.	— P	via Curacao, N.W.I.			...
"	Mia K	.44	.32	Dly	.10
Bonanza, Nicaragua	MiaTA	.59	.20	Frequently	.10
Bucaramanga, Colombia	Mia P	.75	.32	Su,W,F	.10
"	No P	1.12	.43	Su,M,Th,F	.10
"	Bro P	1.20	.43	Su,M,Th,F	.10
"	Lgs P	1.48	.43	Su,W,Th,Sa	.10
"	MiaTA	.75	.32	Dly	.10
"	Hu P	1.28	.43	Su,M,Th,F	.10
"	Cc P	1.23	.43	Su,MTh,F	.10
Buenaventure, Col.	Mia P	.84	.32	T,Th	.10
"	No P	1.19	.43	F	.10
"	Bro P	1.20	.43	F	.10

Destination	U. S. Gateway & Airline	RATES (See Note) Per Lb.	Per $100 Value	Depart	Mail per ½ Oz.
Buenaventura, (cont'd)	Lgs P	1.52	.43	Th	.10
"	Hu P	1.28	.43	F	.10
"	Cc P	1.23	.43	F	.10
Buenos Aires, Argentina	Mia P	1.56	.43	Twice Dly	.10
"	Nyk P	1.84	.43	Dly	.10
"	No P	1.62	.43	Dly	10
"	Bro P	1.65	.43	Dly	.10
"	Lgs P	1.95	.43	Dly	.10
"	Hu P	1.73	.43	Dly	.10
"	Cc P	1.68	.43	Dly	10
Cabarien, Colombia	Mia P	.22	.15	Dly	10
Cali, Colombia	Mia P	.71	.32	Dly	10
"	No P	.94	.32	Dly	10
"	Bro P	.97	.32	Dly	10
"	Lgs P	1.24	.43	Dly	10
"	MiaTA	.71	.32	Dly	10
"	Hu P	1.05	.32	Dly	10
"	Cc P	1.00	.32	Dly	10
Camaguey, Cuba	Mia P	.18	.15	Seven Dly	08
"	Mia K	.12	.15	Su, Th	08
"	MiaTA	.16	.10	Dly	08
Campeche, Mexico	Mia P	.39	.17	Dly	05
"	No P	.35	.17	Dly	05
"	Bro P	.49	.32	Dly	05
"	Lgs P	.89	.32	Dly	.05
"	Hu P	.57	.32	Dly	05
"	Cc P	.52	.32	Dly	05
Campo Grande, Brazil	Mia P	1.48	.43	Su,W,Sa	.10
"	Nyk P	1.75	.43	T,F,Sa	.10
"	No P	1.61	.43	M,Th,F	.10
"	Bro P	1.60	.43	M,Th,F	.10
"	Lgs P	2.15	.43	Su,W,Th	.10
"	Hu P	1.68	.43	M,Th,F	10
"	Cc P	1.63	.43	M,Th,F	10
Canavieiras, Brazil	Mia P	1.33	.43	Sa	.10
"	Nyk P	1.63	.43	Th,Sa	.10
"	No P	1.56	.43	Th	.10
"	Bro P	1.69	.43	Th	.10
"	Lgs P	1.99	.43	W	.10
"	Hu P	1.77	.43	Th	10
"	Cc P	1.72	.43	Th	.10
Caracas, Venezuela (*See La Guaira*)					
Caravellas, Brazil	Mia P	1.36	.43	T,W,F,Sa,Su	10
"	Nyk P	1.64	.43	Su,T,W,F,Sa	10
"	No P	1.59	.43	S,M,W,Th,F	10
"	Bro P	1.73	.43	Su,M,W,Th,F	10
"	Lgs P	2.03	.43	Su,T,W,Th, Sa	10
"	Hu P	1.81	.43	Su,T,Th	.10
"	Cc P	1.76	.43	Su,T,Th	.10
Cataena, Colombia	Mia P	.58	.32	Dly	.10
"	No P	.95	.32	Dly	.10
"	Bro P	1.05	.32	Dly	.10
"	Lgs P	1.32	.43	Dly	.10
"	Hu P	1.13	.43	Dly	.10
"	Cc P	1.08	.43	Dly	.10
Cartage, Colombia	Mia P	.80	.32	Dly	.10
"	No P	1.03	.32	Dly	10
"	Bro P	1.06	.32	Dly	10
"	Lgs P	1.33	.43	Dly	10
"	MiaTA	.71	.32	Dly	.10
"	Hu P	1.14	.43	Dly	.10
"	Cc P	1.09	.43	Dly	.10
Cat Cay, Bahamas	Mia P	.10	.15	M,Th,Sa	.10
Cayenne, Fr. Guiana	Mia P	.97	.32	Dly	.10
"	Nyk P	1.07	.43	Dly	.10
"	No P	1.23	.43	Dly	10
"	Bro P	1.26	.43	Dly	10
"	Lgs P	1.51	.43	Dly	10
"	Hu P	1.28	.43	Dly	.10
"	Cc P	1.23	.43	Dly	.10
Caye Mambi, Cuba	Mia P	.26	.17	Dly	.08
Chetumal, Mexico	Mia P	.45	.17	M,W,F	.05
"	No P	.43	.17	M,W,F	.05
"	Bro P	.55	.32	Su,T,Th	.05
"	Lgs P	.93	.32	M,W,Sa	.05
"	Hu P	.63	.32	Su,T,Th	.05
"	Cc P	.58	.32	Su,T,Th	.05
Chiclayo, Peru	Mia P	.94	.32	Dly	.10
"	No P	1.14	.43	Dly	.10
"	Bro P	1.17	.43	Dly	.10
"	Lgs P	1.40	.43	Dly	10
"	MiaTA	.94	.32	Dly	10
"	Hu P	1.25	.43	Dly	.10
"	Cc P	1.20	.43	Dly	.10
Cienfurgos, Cuba	Mia P	.20	.15	Dly	.08
Cienaga, Colombia	Mia P	.58	.32	Dly	.10
"	No P	.95	.32	Dly	.10
"	Bro P	1.05	.32	Dly	10
"	Lgs P	1.32	.43	Dly	.10
"	Hu P	1.13	.43	Dly	.10
"	Cc P	1.08	.43	Dly	.10
C. del Carmen, Mexico	Mia P	.43	.17	Twice Dly	.05
"	No P	.41	.17	Dly	.05
"	Bro P	.44	.17	Dly	.05
"	Lgs P	.85	.32	Dly	.05
"	Hu P	.52	.32	Dly	.05
"	Cc P	.47	.32	Dly	.05
Ciudad Trujillo, D. R.	Mia P	.33	.17	Twice Dly	.10
"	Mia TA	.33	.20	Frequently	.10
"	Nyk P	.53	.32	Dly	.10
"	Mia K	.58	.32	T	.10
Ciudad Victoria Tamps	Dl B	.30	.17	Dly	.05
"	Fv B	.30	.17	Dly	.05
"	Lo B	.16	.15	Dly	.05
"	Sa B	.23	.17	Dly	.05

Destination	U. S. Gateway & Airline	RATES (See Note) Per Lb.	Per $100 Value	Depart	Mail per ½ Oz.
Ciudad Victoria, (cont'd)	Bro P	.20	.15	Dly	.05
"	Hu P	.28	.17	Dly	.05
"	Cc P	.23	15	Dly	.05
Cochabamba, Bolivia	Mia P	1.26	43	M,W,Sa	.10
"	No P	1.35	.43	Su,T,F	.10
"	Bro P	1.35	.43	Su,T,F	.10
"	Lgs P	1.56	.43	M,Th,Sa	10
"	Hu P	1.43	.43	Su,T,F	.10
"	Cc P	1.38	.43	Su,T,F	.10
Colombia. Any Destination other than those named herein	Hu P	1.28	43	Dly	.10
"	Cc P	1.23	.43	Dly	.10
Concepcion, Bolivia	Mia P	1.31	.43	Sa	.10
"	No P	1.45	43	F	.10
"	Bro P	1.45	.43	F	.10
"	Lgs P	1.62	.43	F	.10
"	Hu P	1.53	.43	F	.10
"	Cc P	1.48	.43	F	.10
Condoto, Colombia	Mia P	.81	.32	Su	10
"	No P	1.12	.43	F	10
"	Bro P	1.15	.43	F	.10
"	Lgs P	1.42	43	Th	.10
Cordoba, Argentina	Mia P	1.46	.43	Dly	.10
"	No P	1.55	.43	Dly	.10
"	Bro P	1.56	43	Dly	.10
"	Lgs P	1.85	43	Dly	.10
"	Hu P	1.64	43	D y	.10
"	Cc P	1.59	43	Dly	.10
Coro, Venezuela	Mia P	.62	32	Dly	.10
"	Nyk P	.88	32	Dly	.10
"	No P	.96	32	Dly	.10
"	Bro P	1.04	.32	Dly	.10
"	Lgs P	1.30	43	Dly	.10
"	Hu P	.93	43	Dly	.10
"	Cc P	.88	32	Dly	.10
Corozal, Colombia	Mia P	65	32	Dly	.10
"	No P	1.02	.32	Dly	.10
"	Bro P	1.12	43	Dly	.10
"	Lgs P	1.39	.43	Dly	.10
"	Hu P	1.20	.43	Dly	.10
"	Cc P	1.15	.43	Dly	.10
Corumba, Brasil	Mia P	1.36	43	Su,W	.10
"	No P	1.48	.43	M,F	.10
"	Bro P	1.50	.43	M,F	.10
"	Lgs P	1.69	43	Su,Th	.10
Cristobal, Canal Zone	Mia P	.57	32	Dly	.10
"	No P	83	32	Dly	.10
"	Bro P	.86	32	Dly	.10
"	Lgs P	1.15	.43	Dly	10
"	Hu P	.77	.32	Dly	.10
"	Cc P	.71	.32	Dly	.10
Cucuta, Colombia	Mia P	.75	.32	Dly	.10
"	No P	1.12	43	Dly	.10
"	Bro P	1.20	.43	Dly	.10
"	Lgs P	1.49	43	Dly	.10
"	Hu P	1.28	.43	Dly	.10
"	Cc P	1.23	.43	Dly	.10
Cuenca, Ecuador	Mia P	.86	32	M,Su,W,F	.10
"	No P	1.06	32	Su,T,Th,Sa	.10
"	Bro P	1.10	43	Su,T,Th,Sa	.10
"	Lgs P	1.35	43	M,W,F,Sa	.10
"	Hu P	1.18	43	Su,T,Th,Sa	.10
"	Cc P	1.13	43	Su,T,Th,Sa	.10
Curacao, N.W.I.	Mia P	.55	32	Dly	.10
"	Nyk P	.74	32	Dly	10
"	No P	.93	32	Dly	10
"	Bro P	1.07	43	Dly	10
"	Lgs P	1.33	.43	Dly	.10
"	Mia K	42	32	Dly	.10
"	Hu P	1.02	43	Dly	10
"	Cc P	.97	43	Dly	.10
Curityba, Brazil	Mia P	1.46	43	T,Su,W	.10
"	Nyk P	1.68	43	Su,T,W	.10
"	No P	1.60	43	Dly exc. T	.10
"	Bro P	1.75	43	Dly exc. T	.10
"	Lgs P	2.06	43	Dly exc. W	.10
"	Hu P	1.83	43	Dly	.10
"	Cc P	1.78	.43	Dly	.10
David, Panama	Mia P	60	32	Dly	.10
"	No P	.76	32	Dly	.10
"	Bro P	.81	32	Dly	.10
"	Lgs P	1.10	43	Dly	.10
"	Hu P	.68	32	Dly	.10
"	Cc P	.63	32	Dly	.10
El Banco, Colombia	Mia P	67	32	M,W,Sa	.10
"	No P	1.04	32	Su,M,F	.10
"	Bro P	1.14	43	Su,M,F	.10
"	Lgs P	1.41	.43	Su,Th,Sa	.10
"	Hu P	1.22	.43	Su,M,F	.10
"	Cc P	1.17	.43	Su,M,F	.10
Esmeraldas, Ecuador	Mia P	.93	32	Su,Th	.10
"	No P	1.11	43	W,Sa	.10
"	Bro P	1.11	.43	W,Sa	.10
"	Lgs P	1.38	43	T,F	.10
"	Hu P	1.19	43	W,Sa	.10
"	Cc P	1.14	.43	W,Sa	.10
Florianopolis, Brasil	Mia P	1.48	.43	W,F	.10
"	Nyk P	1.70	43	Su,W	.10
"	No P	1.64	43	M,W	.10
"	Bro P	1.79	43	M,W	.10
"	Lgs P	2.08	.43	S,Th	.10
"	Hu P	1.87	.43	M,W	.10
"	Cc P	1.82	.43	M,W	.10
Fortaleza, Brasil (Ceara)	Mia P	1.23	.43	Dly	10
"	Nyk P	1.39	.43	Dly	.10

Destination	U. S. Gateway & Airline	RATES (See Note) Per Lb.	Per $100 Value	Depart	Mail per ½ Oz.
Fortaleza, Brazil(cont'd)	No P	1.44	43	Dly	10
"	Bro P	1.51	43	Dly	10
"	Lgs P	1.72	43	Dly	10
"	Hu P	1.59	43	Dly	10
"	Cc P	1.54	43	Dly	10
Gamarra, Colombia	Mia P	.75	32	M,W,Sa	10
"	No P	1.12	43	Su,M,F	10
"	Bro P	1.20	43	Su,M,F	10
"	Lgs P	1.49	43	Su,Th,Sa	10
"	Hu P	1.28	43	Su,M,F	10
"	Cc P	1.23	43	Su,M,F	10
Georgetown, British Guiana	Mia P	85	32	Dly	.10
"	Nyk P	.81	32	Dly	10
"	No P	1.12	43	Dly	10
"	Bro P	1.24	43	Dly	10
"	Lgs P	1.46	43	Dly	10
"	Hu P	1.17	43	Dly	10
"	Cc P	1.13	43	Dly	10
Golfito, Costa Rica	Mia TA	.57	20	Frequently	.10
Guadalajara, Mexico	Bro P	.37	.17	Dly	.05
"	Lgs P	.59	27	Dly	05
"	Hu P	.45	.17	Dly	05
"	Cc P	.40	17	Dly	05
Guantanamo, Cuba	Mia P	.26	.17	Twice Dly	05
Guapi, Colombia	Mia P	87	32	Th	10
"	No P	1.10	43	F	10
"	Bro P	1.13	43	F	10
"	Lgs P	1.40	43	Th	10
"	Hu P	1.21	43	F	.10
"	Cc P	1.15	43	F	.10
Guatemala City, Gua.	Mia P	.53	32	Dly	10
"	MiaTA	.39	20	Dly	10
"	No P	.49	32	Twice Dly	10
"	Bro P	.53	32	Twice Dly	.10
"	Lgs P	.90	43	Dly	10
"	Hu P	.45	32	Dly	.10
"	Cc P	.41	32	2 Dly	.10
Guayaquil, Ecuador	Mia P	85	32	Dly	.10
"	No P	1.05	32	Dly	10
"	Bro P	1.07	43	Dly	10
"	Lgs P	1.33	43	Dly	.10
"	MiaTA	.85	32	Dly	.10
"	Hu P	1.15	43	Dly	10
"	Cc P	1.10	.43	Dly	.10
Havana, Cuba	Mia P	.12	15	Several Dly	08
"	Mia EA	12	15	Four Dly	08
"	Mia TA	.08	15	Dly	08
"	Nyk N	23	15	Dly	.08
Hermosillo, Mexico	Lgs P	24	15	Dly	08
Holguin, Cuba	Mia P	22	.15	Dly	08
Honda, Colombia	Mia P	80	32	Dly	10
"	No P	1.13	.43	Dly	.10
"	Bro P	1.17	.43	Dly	.10
"	Lgs P	1.46	43	Dly	.10
"	Hu P	1.25	.43	Dly	.10
"	Cc P	1.20	.43	Dly	.10
Iguassu Falls, Brasil	Mia P	1.51	43	Su,T	.10
"	Nyk P	1.75	43	Su,T	10
"	No P	1.69	43	Su,F	10
"	Bro P	1.84	.43	Su,F	10
"	Lgs P	2.14	.43	Th,Sa	10
"	Hu P	1.92	.43	Su,F	.10
"	Cc P	1.87	43	Su,F	10
Ipiales, Colombia	Mia P	.89	.32	Dly	10
"	No P	1.12	.43	Dly	10
"	Bro P	1.15	.43	Dly	10
"	Lgs P	1.42	.43	Dly	10
"	Hu P	1.23	.43	D y	10
"	Cc P	1.18	.43	Dly	.10
Istmina, Colombia	Mia P	.81	.32	Su	.10
"	No P	1.12	.43	F	.10
"	Bro P	1.15	.43	F	.10
"	Lgs P	1.42	43	Th	10
Ixtepec, Mexico	Mia P	68	.32	M,T,W,Th, F,Su	05
"	No P	.64	.32	Su,T,W,Th, Sa,M	05
"	Bro P	.36	.17	Su,T,W,Th, F,M	05
"	Lgs P	.81	.32	Su,T,W,Th, Sa,M	05
"	Hu P	.44	.17	Dly	05
"	Cc P	.39	.17	Dly	05
Joao Passoa (Cabadello)	Mia P	1.25	43	Sa	.10
"	Nyk P	1.47	.43	Th	.10
"	No P	1.49	.43	Th	.10
"	Bro P	1.55	.43	Th	.10
"	Lgs P	1.82	.43	W	.10
"	Hu P	1.65	.43	Th	10
"	Cc P	1.58	.43	Th	10
Kingston, Jamaica	Mia P	.28	.17	Dly	10
"	Mia K	.20	.17	Dly	10
La Ceiba, Honduras	Mia TA	.53	.20	Frequently	10
La Guaira, Venezuela	Mia P	.65	.32	Dly	10
"	Mia K	.47	.32	Dly	10
"	Nyk P	.58	.32	Dly	10
"	No P	.98	32	Dly	10
"	Bro P	1.09	.43	Dly	10
"	Lgs P	1.30	.43	Dly	10
"	MiaTA	.52	.20	Dly	10
"	Hu P	.98	.43	Dly	10
"	Cc P	.93	.43	Dly	.10
La Gloria, Colombia	Mia P	.72	.32	Su,T,F	.10
"	No P	1.09	.43	Su,M,F	10
"	Bro P	1.19	.43	Su,M,F	.10
"	Lgs P	1.46	.43	Su,Th,Sa	.10

Destination	U. S. Gateway & Airline	RATES (See Note) Per Lb.	Per $100 Value	Depart	Mail per ½ Oz.
La Gloria, Col. (cont'd)	Hu P	1.27	.43	Su,M,F	.10
"	Ce P	1.22	.43	Su,M,F	.10
La Paz, Bolivia	Mia P	1.22	.43	M,T,W,F,Sa	.10
"	No P	1.30	.43	M,T,Th,F,Sa	.10
"	Bro P	1.30	.43	M,T,Th,F,Sa	.10
"	Lgs P	1.54	.43	Su,M,W,Th,F	.10
"	Hu P	1.38	.43	Dly	.10
"	Ce P	1.33	.43	Dly	.10
Libertad, Nicaragua	Mia TA	.58	.20	Frequently	.10
Lima, Peru	Mia P	1.05	.32	Dly	.10
"	No P	1.24	.43	Dly	.10
"	Bro P	1.24	.43	Dly	.10
"	Lgs P	1.46	.43	Dly	.10
"	MiaTA	1.05	.32	Dly	.10
"	Hu P	1.32	.43	Dly	.10
"	Ce P	1.27	.43	Dly	.10
Limon, Costa Rica	Mia TA	.64	.20	Frequently	.10
Loja, Ecuador	Mia P	.89	.32	T	.10
"	No P	1.09	.43	M	.10
"	Bro P	1.12	.43	M	.10
"	Lgs P	1.36	.43	Su	.10
"	MiaTA	.55	.20	Dly	.10
"	Hu P	1.20	.43	M	.10
"	Ce P	1.15	.43	M	.10
Lorica, Colombia	Mia P	.66	.32	Su,T,W	.10
"	No P	1.03	.32	F	.10
"	Bro P	1.13	.43	F	.10
"	Lgs P	1.40	.43	Th	.10
"	Hu P	1.21	.43	F	.10
"	Ce P	1.16	.43	F	.10
Maceio, Brazil	Mia P	1.26	.43	Dly	.10
"	Nyk P	1.52	.43	Dly	.10
"	No P	1.51	.43	Dly	.10
"	Bro P	1.56	.43	Dly	.10
"	Lgs P	1.86	.43	Dly	.10
"	Hu P	1.64	.43	Dly	.10
"	Ce P	1.59	.43	Dly	.10
Magangue, Colombia	Mia P	.65	.32	Su,T,F	.10
"	No P	1.02	.32	Su,M,F	.10
"	Bro P	1.12	.43	Su,M,F	.10
"	Lgs P	1.39	.43	Su,Th,Sa	.10
"	Hu P	1.20	.43	Su,M,F	.10
"	Ce P	1.15	.43	Su,M,F	.10
Managua, Nicaragua	Mia P	.65	.32	Dly	.10
"	MiaTA	.50	.20	Dly	.10
"	No P	.64	.32	Twice Dly	.10
"	Bro P	.68	.32	Twice Dly	.10
"	Lgs P	1.00	.32	Dly	.10
"	Hu P	.58	.32	2 Dly	.10
"	Ce P	.53	.32	2 Dly	.10
Manaos, Brazil	Mia P	1.24	.43	Su,W,Th	.10
"	Nyk P	1.44	.43	Su,W,T	.10
"	No P	1.48	.43	M,T,F	.10
"	Bro P	1.54	.43	M,T,F	.10
"	Lgs P	1.79	.43	S,M,Th	.10
"	Hu P	1.62	.43	W,F,Sa	.10
"	Ce P	1.57	.43	W,F,Sa	.10
Manizales, Colombia	Mia P	.81	.32	Dly	.10
"	No P	1.04	.32	Dly	.10
"	Bro P	1.07	.43	Dly	.10
"	Lgs P	1.34	.43	Dly	.10
"	Hu P	1.15	.43	Dly	.10
"	Ce P	1.10	.43	Dly	.10
Manta, Ecuador	Mia P	.88	.32	M,Th,Sa	.10
"	No P	1.07	.43	Su,W,F	.10
"	Bro P	1.10	.43	Su,W,F	.10
"	Lgs P	1.35	.43	Tu,Th,Sa	.10
"	Hu P	1.18	.43	M,F	.10
"	Ce P	1.13	.43	M,F	.10
Manzanillo, Cuba	Mia P	.22	.15	Dly	.08
Maracaibo, Venezuela	Mia P	.50	.32	Dly	.10
"	Mia K	.44	.32	Dly	.10
"	No P	.93	.43	Dly	.10
"	Bro P	1.00	.32	Dly	.10
"	Lgs P	1.27	.43	Dly	.10
"	Hu P	.90	.32	Dly	.10
"	Ce P	.85	.32	Dly	.10
Maturin, Venezuela	Mia P	.67	.32	Dly	.10
"	Nyk P	.78	.32	Dly	.10
"	No P	1.04	.32	Dly	.10
"	Bro P	1.15	.43	Dly	.10
"	Lgs P	1.38	.43	Dly	.10
"	Hu P	1.07	.43	Dly	.10
"	Ce P	1.02	.43	Dly	.10
Mazatlan, Mexico	Bro P	.47	.32	Dly	.05
"	Lgs P	.45	.17	Dly	.05
"	Hu P	.55	.32	Dly	.05
"	Ce P	.50	.32	Dly	.05
Medellin, Colombia	Mia P	.73	.32	Dly	.10
"	No P	1.02	.32	Dly	.10
"	Bro P	1.06	.32	Dly	.10
"	Lgs P	1.35	.43	Dly	.10
"	MiaTA	.73	.32	Dly	.10
"	Hu P	1.14	.43	Dly	.10
"	Ce P	1.09	.43	Dly	.10
Mendoza, Argentina	Mia P	1.41	.43	Dly	.10
"	No P	1.52	.43	Dly	.10
"	Bro P	1.53	.43	Dly	.10
"	Lgs P	1.77	.43	Dly	.10
"	Hu P	1.61	.43	Dly	.10
"	Ce P	1.56	.43	Dly	.10
Merida, Mexico	Mia P	.35	.17	Twice Dly	.05
"	No P	.31	.17	Twice Dly	.05
"	Bro P	.53	.32	Dly	.05
"	Lgs P	.92	.32	Dly	.05

Destination	U. S. Gateway & Airline	RATES (See Note) Per Lb.	Per $100 Value	Depart	Mail per ½ Oz.
Merida, Mexico (cont'd)	Dl B	.56	.32	Dly	.05
"	Fv B	.56	.32	Dly	.05
"	Lo B	.42	.32	Dly	.05
"	Sa B	.49	.32	Dly	.05
"	Hu P	.61	.32	Dly	.05
"	Ce P	.56	.32	Dly	.05
Mexicali, Mexico	Lgs P	.12	.15	Dly	.05
Mexico City, Mexico	Mia P	.64	.32	Twice Dly	.05
"	No P	.61	.32	Dly	.05
"	Dl B	.36	.17	Dly	.05
"	Lgs A	.38	.15	Dly	.05
"	Lgs P	.64	.27	Dly	.05
"	Lo B	.24	.17	Dly	.05
"	Fv B	.36	.17	Dly	.05
"	Fv A	.20	.15	Dly	.05
"	Eo A	.25	.15	Dly	.05
"	Sa A	.15	.15	Dly	.05
"	Sa B	.30	.17	Dly	.05
"	MiaTA	.64	.20	Dly	.05
Minatitlan, Mexico	Mia P	.51	.32	Dly	.05
"	No P	.47	.32	Dly	.05
"	Bro P	.36	.17	Dly	.05
"	Lgs P	.79	.32	Dly	.05
"	Hu P	.44	.17	D y	.05
"	Ce P	.39	.17	Dly	.05
Montego Bay, Jamaica	Mia P	.20	.15	Dly	.10
Monteria, Colombia	Mia P	.66	.32	Dly	.10
"	No P	1.03	.32	Dly	.10
"	Bro P	1.13	.43	Dly	.10
"	Lgs P	1.40	.43	Dly	.10
"	Hu P	1.21	.43	Dly	.10
"	Ce P	1.16	.43	Dly	.10
Monterrey, Mexico	Fv A	.15	.15	Dly	.05
"	Fv B	.27	.17	Dly	.05
"	Dl B	.27	.17	Dly	.05
"	Eo A	.18	.15	Dly	.05
"	Lgs A	.31	.15	Dly	.05
"	Lo B	.13	.15	Dly	.05
"	Sa A	.09	.15	Dly	.05
"	Sa B	.20	.15	Dly	.05
Montevideo, Uruguay	Mia P	1.55	.43	Dly	.10
"	Nyk P	1.82	.43	Dly	.10
"	No P	1.65	.43	Dly	.10
"	Bro P	1.68	.43	Dly	.10
"	Lgs P	1.95	.43	Dly	.10
"	Hu P	1.76	.43	Dly	.10
"	Ce P	1.71	.43	Dly	.10
Mossoro, Brazil	Mia P	1.24	.43	T	.10
"	Nyk P	1.41	.43	T	.10
"	No P	1.46	.43	Su	.10
"	Bro P	1.53	.43	Su	.10
"	Lgs P	1.76	.43	Sa	.10
"	Hu P	1.61	.43	Su	.10
"	Ce P	1.56	.43	Su	.10
Nassau, Bahamas	Mia P	.10	.15	Twice Dly	.10
Natal, Brazil	Mia P	1.25	.43	Dly	.10
"	Nyk P	1.45	.43	Dly	.10
"	No P	1.48	.43	Dly	.10
"	Bro P	1.54	.43	Dly	.10
"	Lgs P	1.80	.43	Dly	.10
"	Hu P	1.62	.43	Dly	.10
"	Ce P	1.57	.43	Dly	.10
Nueva Gerona (Isle of Pines), Cuba	Mia EA	.14	.15	Twice dly	.08
Nuevo Laredo, Mexico	Dl B	.22	.17	Dly	.05
"	Fv B	.22	.17	Dly	.05
"	Sa B	.15	.15	Dly	.05
"	Lo B	.08	.05	Dly	.05
Oaxaca, Mexico	Mia P	.71	.32	Dly except Sa	.05
"	No P	.68	.32	Dly except F	.05
"	Bro P	.30	.17	Dly except Sa	.05
"	Lgs P	.76	.32	Dly except F	.05
"	Hu P	.38	.17	Dly	.05
"	Ce P	.33	.17	Dly	.05
Oruro, Bolivia	Mia P	1.24	.43	M,T,W,F,Sa	.10
"	No P	1.33	.43	M,T,Th,F,Sa	.10
"	Bro P	1.33	.43	M,T,Th,F,Sa	.10
"	Lgs P	1.55	.43	S,M,W,Th,F	.10
"	Hu P	1.41	.43	Dly	.10
"	Ce P	1.36	.43	Dly	.10
Otu, Colombia	Mia P	.77	.32	Su,M,T,W,Th	.10
"	No P	1.13	.43	Su,M,T,W,Sa	.10
"	Bro P	1.17	.43	Su,M,T,W,Sa	.10
"	Lgs P	1.46	.43	Su,M,T,F,Sa	.10
"	MiaTA	.55	.20	Dly	.10
"	Hu P	1.25	.43	Dly	.10
"	Ce P	1.20	.43	Dly	.10
Palmar, Costa Rica	Mia Ta	.55	.20	Frequently	.10
Panama City, Panama	Mia P	.55	.32	Twice Dly	.10
"	Mia Ta	.63	.20	Dly	.10
"	No P	.82	.32	Dly	.10
"	Bro P	.86	.32	Twice Dly	.10
"	Lgs P	1.15	.43	Dly	.10
"	Hu P	.74	.32	2 Dly	.10
"	Ce P	.70	.32	2 Dly	.10
Para, Brazil (See Belem)					
Paramaribo, Sur	Mia P	.91	.32	Dly	.10
"	Mia K	.73	.43	T, F	.10
"	Mia Ta	.91	.32	Frequently	.10
"	Nyk P	.96	.32	Dly	.10
"	No P	1.18	.43	Dly	.10
"	Bro P	1.25	.43	Dly	.10
"	Lgs P	1.48	.43	Dly	.10
"	Hu P	1.23	.43	Dly	.10
"	Ce P	1.18	.43	Dly	.10

Destination	U. S. Gateway & Airline	RATES (See Note) Per Lb.	Per $100 Value	Depart	Mail per ½ Oz.
Parnahyba, Brazil	Mia P	1.19	.43	Sa	.10
"	Nyk P	1.33	.43	Sa,T	.10
"	No P	1.38	.43	Th,Su	.10
"	Bro P	1.48	.43	Th,Su	.10
"	Lgs P	1.67	.43	W,Sa	.10
"	Hu P	1.56	.43	Su,Th	.10
"	Ce P	1.51	.43	Su,Th	.10
Parrita, Costa Rica	Mia Ta	.52	.20	Frequently	.10
Pasto, Colombia	Mia P	.92	.32	Dly	.10
"	No P	1.15	.43	Dly	.10
"	Bro P	1.18	.43	Dly	.10
"	Lgs P	1.45	.43	Dly	.10
"	Hu P	1.26	.43	Dly	.10
"	Ce P	1.21	.43	Dly	.10
Pato, Colombia	Mia P	.73	.32	Su,T,W	.10
"	No P	1.10	.43	M,T,Sa	.10
"	Bro P	1.20	.43	M,T,Sa	.10
"	Lgs P	1.47	.43	Su,M,F	.10
"	Hu P	1.28	.43	M,T,Sa	.10
"	Ce P	1.23	.43	M,T,Sa	.10
Pereira, Colombia	Mia P	.80	.32	Dly	.10
"	No P	1.03	.32	Dly	.10
"	Bro P	1.06	.32	Dly	.10
"	Lgs P	1.33	.43	Dly	.10
"	hu P	1.14	.43	Dly	.10
"	Ce P	1.09	.43	Dly	.10
Popayan, Colombia	Mia P	.80	.32	Dly	.10
"	No P	1.03	.32	Dly	.10
"	Bro P	1.06	.32	Dly	.10
"	Lgs P	1.33	.43	Dly	.10
"	Hu P	1.14	.43	Dly	.10
"	Ce P	1.09	.43	Dly	.10
Port au Prince, Haiti	Mia P	.30	.17	Dly	.10
"	Mia K	.25	.17	Su, Th	.10
"	Nyk P	.63	.32	Dly	.10
Port of Spain, Trinidad	Mia P	.67	.32	Dly	.10
"	Mia K	.56	.32	Dly	.10
"	Nyk P	.72	.32	Dly	.10
"	No P	1.04	.32	Dly	.10
"	Bro P	1.18	.43	Dly	.10
"	Lgs P	1.41	.43	Dly	.10
"	Hu P	1.08	.43	Dly	.10
"	Ce P	1.03	.43	Dly	.10
Porto Alegre, Brazil	Mia P	1.51	.43	Dly	.10
"	Nyk P	1.74	.43	Dly	.10
"	No P	1.69	.43	Dly	.10
"	Bro P	1.84	.43	Dly	.10
"	Lgs P	2.14	.43	Dly	.10
Porto Armuelles, Panama	Mia Ta	.57	.20	Frequently	.10
Porto Cabezas, Nic.	Mia Ta	.62	.20	Frequently	.10
Preston, Cuba	Mia P	.63	.15	Dly	.08
Puebla, Puebla	Dl B	.41	.17	Dly	.08
"	Fu B	.41	.17	Dly	.08
"	Lo B	.27	.17	Dly	.08
"	Sa B	.34	.17	Dly	.08
Puerto Suarez, Bolivia	Mia P	1.36	.43	Sa	.10
"	No P	1.48	.43	F	.10
"	Bro P	1.50	.43	F	.10
"	Lgs P	1.69	.43	Th	.10
"	Hu P	1.58	.43	F	.10
"	Ce P	1.53	.43	F	.10
Puerto Wilches, Col.	Mia P	.75	.32	Su,T,F	.10
"	No P	1.12	.43	Su,M,F	.10
"	Bro P	1.20	.43	Su,M,F	.10
"	Lgs P	1.49	.43	Su,Th,Sa	.10
"	Hu P	1.28	.43	Su,M,F	.10
"	Ce P	1.23	.43	Su,M,F	.10
Puntarenas, Costa Rica	Mia Ta	.53	.20	Frequently	.10
Quibdo, Colombia	Mia P	.77	.32	Su	.10
"	No P	1.14	.43	F	.10
"	Bro P	1.19	.43	F	.10
"	Lgs P	1.46	.43	Th	.10
"	Hu P	1.27	.43	Sa	.10
"	Ce P	1.22	.43	Sa	.10
Quito, Ecuador	Mia P	.89	.32	Dly	.10
"	No P	1.09	.43	Dly	.10
"	Bro P	1.09	.43	Dly	.10
"	Lgs P	1.36	.43	Dly	.10
"	MiaTA	.89	.32	Dly	.10
"	Hu P	1.17	.43	Dly	.10
"	Ce P	1.12	.43	Dly	.10
Recife (Pernambuco) Brazil	Mia P	1.26	.43	Dly	.10
"	Nyk P	1.48	.43	Dly	.10
"	No P	1.50	.43	Dly	.10
"	Bro P	1.56	.43	Dly	.10
"	Lgs P	1.84	.43	Dly	.10
"	Hu P	1.64	.43	Dly	.10
"	Ce P	1.59	.43	Dly	.10
Remedios, Colombia	Mia P	.79	.32	Su,M,T,W,Th	.10
"	No P	1.15	.43	Su,M,T,W,Sa	.10
"	Bro P	1.19	.43	Su,M,T,W,Sa	.10
"	Lgs P	1.48	.43	Su,M,T,F,Sa	.10
"	Hu P	1.27	.43	Dly	.10
"	Ce P	1.22	.43	Dly	.10
Rio de Janeiro	Mia P	1.41	.43	Dly	.10
"	Nyk P	1.58	.43	Dly	.10
"	No P	1.54	.43	Dly	.10
"	Bro P	1.64	.43	Dly	.10
"	Lgs P	1.94	.43	Dly	.10
"	Hu P	1.68	.43	Dly	.10
"	Ce P	1.64	.43	Dly	.10
Robore, Bolivia	Mia P	1.36	.43	Sa	.10
"	No P	1.48	.43	F	.10
"	Bro P	1.50	.43	F	.10
"	Lgs P	1.09	.43	Th	.10

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Robore, Bo'ivia (cont'd)	Hu P	1.58	.43	F	.10
"	Cc P	1.53	.43	F	.10
Salinas, Ecuador	Mia P	.86	.32	Th,Sa	.10
"	No P	1.06	.32	W,F	.10
"	Bro P	1.10	.43	W,F	.10
"	Lgs P	1.35	.43	T,Th	.10
"	Hu P	1.18	.43	W,F	.10
"	Cc P	1.13	.43	W,F	.10
Salta, Argentina	Mia P	1.30	.43	Su,T,F	.10
"	No P	1.45	.43	M,Th,Sa	.10
"	Bro P	1.45	.43	M,Th,Sa	.10
"	Lgs P	1.64	.43	Su,W,F	.10
"	Hu P	1.53	.43	M,Th,Sa	.10
"	Cc P	1.48	.43	M,Th,Sa	.10
San Ignacio, Bolivia	Mia P	1.33	.43	Sa	.10
"	No P	1.46	.43	F	10.
"	Bro P	1.48	.43	F	.10
"	Lgs P	1.64	.43	Th	.10
"	Hu P	1.56	.43	F	.10
"	Cc P	1.51	.43	F	.10
San Jose, Bolivia	Mia P	1.35	.43	Sa	.10
"	No P	1.48	.43	F	.10
"	Bro P	1.49	.43	F	.10
"	Lgs P	1.67	.43	Th	.10
"	Hu P	1.57	.43	F	.10
"	Cc P	1.52	.43	F,Sa	.10
San Jose, Costa Rica	Mia P	.60	.32	Dly	10
"	Mia Ta	.50	.20	Dly	10
"	No P	.71	.32	Dly	.10
"	Bro P	.74	.32	Twice Dly	10
"	Lgs P	1.06	.32	Dly	10
"	Hu P	.64	.32	Dly	10
"	Cc P	.60	.32	2 Dly	10
San Juan, Puerto Rico	Mia P	.36	.32	Thrice Dly	05
"	Nyk P	.47	.32	Dly	05
San Marcos, Colombia	Mia P	.67	.32	T,Th	.10
"	No P	1.04	.32	M,W	.10
"	Bro P	1.14	.43	M,W	.10
"	Lgs P	1.41	.43	Su,T	.10
"	Hu P	1.22	.43	M,W	.10
"	Cc P	1.17	.43	M,W	.10
San Pedro, Sula, Hond.	Mia Ta	.51	.20	Frequently	.10
San Salvador, El Salvador	Mia P	.57	.32	Dly	.10
"	Mia Ta	.42	.20	Dly	.10
"	No P	.53	.32	Twice Dly	.10
"	Bro P	.57	.32	Dly	.10
"	Lgs P	.94	.32	Dly	.10
"	Hu P	.50	.32	Dly	.10
"	Cc P	.44	.32	Dly	.10
Santa Clara, Cuba	Mia EA	.26	.15	Thrice Dly	.08
Santa Cruz, Bolivia	Mia P	1.28	.43	M,W,Sa	.10
"	No P	1.43	.43	Su,T,F	10
"	Bro P	1.43	.43	Su,T,F	10
"	Lgs P	1.59	.43	M,Th,Sa	10
"	Hu P	1.51	.43	Su,T,F	10
"	Cc P	1.46	.43	Su,T,F	10
Santa Marta, Colombia	Mia P	.59	.32	Dly	10
"	No P	.96	.32	Dly	10
"	Bro P	1.06	.32	Dly	10
"	Lgs P	1.33	.43	Dly	10
"	Hu P	1.14	.43	Dly	10
"	Cc P	1.09	.43	Dly	.10
Santiago, Chile	Mia P	1.38	.43	Dly	.10
"	No P	1.51	.43	Dly	.10
"	Bro P	1.51	.43	Dly	.10
"	Lgs P	1.75	.43	Dly	.10
"	Hu P	1.59	.43	Dly	.10
"	Cc P	1.54	.43	Dly	.10
Santiago, Cuba	Mia P	.24	.15	Thrice Dly	.08
Sao Luiz, Brazil	Mia P	1.16	.43	Dly	.10
"	Nyk P	1.29	.43	Dly	.10
"	No P	1.38	.43	Dly	.10
"	Bro P	1.43	.43	Dly	.10
"	Lgs P	1.62	.43	Dly	.10
"	Hu P	1.51	.43	Dly	.10
"	Cc P	1.46	.43	Dly	.10
Sao Paolo, Brazil	Mia P	1.44	.43	Twice Dly	10
"	Nyk P	1.64	.43	Dly	.10
"	No P	1.56	.43	Dly	.10
"	Bro P	1.69	.43	Dly	10
"	Lgs P	1.99	.58	Dly	10
"	Hu P	1.75	.43	Dly	.10
"	Cc P	1.70	.43	Dly	.10
Sao Salvador, Brazil (Bahia)	Mia P	1.28	43	Dly	.10
"	Nyk P	1.58	.43	Dly	.10
"	No P	1.54	.43	Dly	.10
"	Bro P	1.64	.43	Dly	.10
"	Lgs P	1.94	.43	Dly	.10
"	Hu P	1.72	.43	Dly	.10
"	Cc P	1.67	.43	Dly	.10
St. Kitts, N. W. I.	Mia K	.72	.35	M, Th	.10
St. Lucia, B.W.I.	Mia P	.71	.32	Dly	.10
"	Nyk P	.67	.32	T,Th,Sa	.10
"	No P	1.00	.32	Dly exc. Su	.10
"	Bro P	1.16	.43	Dly exc. Su	.10
"	Lgs P	1.39	.43	Dly exc. Sa	.10
"	Hu P	1.15	.43	Dly	.10
"	Cc P	1.10	.43	Dly	.10
St. Martin, N.W.I.	Mia K	.88	.32	M, Th	.10
St. Thomas, V.I.	Mia P	.46	.32	Twice Dly	.05
"	Nyk P	.51	.32	Dly	.05
Segovia, Colombia	Mia P	.79	.32	Su,M,T,W,Th	.10
"	No P	1.15	.43	Su,M,T,W,Sa	.10
"	Bro P	1.19	.43	Su,M,T,W,Sa	.10
"	Lgs P	1.48	.43	Su,M,T,F,Sa	.10
"	Hu P	1.27	.43	Dly	.10
"	Cc P	1.22	.43	Dly	.10
Sincelejo, Colombia	Mia P	.67	.32	Dly	10
"	No P	1.04	.32	Dly	.10
"	Bro P	1.14	.43	Dly	.10
"	Lgs P	1.41	.43	Dly	.10
"	Hu P	1.22	.43	Dly	.10
"	Cc P	1.17	.43	Dly	.10
Suina, Nicaragua	Mia Ta	.58	.20	Frequently	.10
Talara, Peru	Mia P	.90	32	Dly	10
"	No P	1.10	.43	Dly	.10
"	Bro P	1.12	.43	Dly	.10
"	Lgs P	1.36	.43	Dly	.10
"	Hu P	1.20	.43	Dly	.10
"	Cc P	1.15	.43	Dly	.10
Tampico, Mexico	Bro P	.15	.15	Dly	.05
"	Lgs P	.76	.32	Dly	.05
"	Hu P	.15	.15	Dly	.05
"	Cc P	.13	.15	Dly	.05
Tapachula, Mexico	Mia P	.57	.32	Dly	05
"	No P	.53	.32	Dly	05
"	Bro P	.49	.32	Dly	.05
"	Lgs P	.88	.32	Dly	.05
"	Hu P	.42	.32	Dly	.05
"	Cc P	.37	.32	Dly	.05
Tegucigalpa, Honduras	Mia P	.62	.32	Dly	.10
"	Mia Ta	.47	.20	Dly	.10
"	No P	.59	.32	Dly	.10
"	Bro P	.62	.32	Dly	.10
"	Lgs P	.97	.32	Dly	.10
"	Hu P	.53	.32	Dly	.10
"	Cc P	.48	.32	Dly	.10
Tela, Honduras	Mia Ta	.52	.20	Frequently	.10
Tucuman, Argentina	Mia P	1.34	43	Su,T,F	.10
"	No P	1.48	43	M,Th,Sa	10
"	Bro P	1.49	43	M,Th,Sa	.10
"	Lgs P	1.68	.43	Su,W,F	.10
"	Hu P	1.57	.43	M,Th,Sa	.10
"	Cc P	1.52	.43	M,Th,Sa	.10
Tumaco, Colombia	Mia P	.91	.32	Su	.10
"	No P	1.14	.43	F	10
"	Bro P	1.17	.43	F	.10
"	Lgs P	1.44	.43	Th	.10
"	Hu P	1.25	.43	W,Sa	.10
"	Cc P	1.20	.43	W,Sa	.10
Tuquerres, Colombia	Mia P	.92	.32	Dly	10
"	No P	1.15	.43	Dly	10
"	Bro P	1.18	.43	Dly	10
"	Lgs P	1.45	.43	Dly	10
"	Hu P	1.26	.43	Dly	.10
"	Cc P	1.21	.43	Dly	.10
Turbo, Colombia	Mia P	.70	32	M,T,F,Sa	10
"	No P	1.02	32	Su,M,Th,F	.10
"	Bro P	1.06	32	Su,M,Th,F	10
"	Lgs P	1.35	43	Su,W,Th,Sa	10
"	Hu P	1.14	43	Su,M,Th,F	.10
"	Cc P	1.09	.43	Su,M,Th,F	.10
Tuxpan, Mexico	Bro P	.18	.15	Dly	.05
"	Lgs P	.74	.32	Dly	.05
"	Hu P	.26	.17	Dly	.05
"	Cc P	.21	.15	Dly	.05
Tuxtla, Gutierrez, Mex.	Mia P	.62	.32	Dly except Sa	.05
"	No P	.59	32	Dly except F	.05
"	Bro P	.42	17	Dly except Sa	05
"	Lgs P	.53	32	Dly except F	.05
"	Hu P	.50	.32	Dly	.05
"	Cc P	.45	.17	Dly	.05
Uyuni, Bolivia	Mia P	1.26	.43	T,F	.10
"	No P	1.38	.43	M,Th	.10
"	Bro P	1.38	.43	M,Th	.10
"	Lgs P	1.56	.43	Su,W	.10
"	Hu P	1.46	.43	M,Th	.10
"	Cc P	1.41	.43	M,Th	.10
Varadero, Cuba	Mia P	.18	15	Dly	.08
"	Mia EA	.17	.15	Twice Dly	.08
Veracruz, Mexico	Mia P	.57	.32	Dly	.05
"	No P	.53	.32	Dly	.05
"	Bro P	.28	.17	Dly	.05
"	Lgs P	.76	.32	Dly	.05
"	Dl B	.42	.32	Dly	.05
"	Fv B	.42	.32	Dly	.05
"	Lo B	.28	.17	Dly	.05
"	Sa B	.35	.17	Dly	05
"	Hu P	.36	.17	Dly	05
"	Cc P	.31	.17	Dly	.05
Victoria, Brasil	Mia P	1.41	43	Sa	.10
"	Nyk P	1.66	.43	Th,Sa	.10
"	No P	1.59	43	Th	.10
"	Bro P	1.73	.43	Th	.10
"	Lgs P	2.03	43	W	.10
"	Hu P	1.81	.43	Th	.10
"	Cc P	1.76	.43	Th	.10
Victoria de las Tunas, Cuba	Mia P	22	.15	Dly	05
Villahermosa, Mexico	Mia P	.47	.32	Dly	.05
"	No P	.43	.17	Dly	.05
"	Bro P	.40	.17	Dly	.05
"	Lgs P	.83	.32	Dly	.05
"	Hu P	.48	.32	Dly	.05
"	Cc P	.43	.17	Dly	.05
Villavicencio, Col.	Mia P	.81	.32	Dly	.10
"	No P	1.18	.43	Dly	.10
"	Bro P	1.15	.43	Dly	.10
"	Lgs P	1.42	.43	Dly	.10
"	Hu P	1.23	.43	Dly	.10
"	Cc P	1.18	.43	Dly	.10

ATLANTIC ROUTES

Destination	U. S. Gateway & Airline	RATES (See Note) Per Lb.	Per $100 Value	Depart	Mail per ½ Oz.
Accra, Gold Coast	Nyk P	2.32	.43	Su,W	.25
Algiers, Algeria	Ph TW	1.54	.25	M	.15
"	NykTW	1.52	.25	M	15
Amsterdam, Netherlands	NykAO	1.29	.25	Su, W, F	15
Ankara, Turkey	Nyk P	2.01	.25	F	.15
"	Nyk K	1.29	..	T, Sa	15
Athens, Greece	NykTW	1.81	.25	Su, W, F	15
"	WaTW	1.85	.25	Su, W	.15
"	BwTW	1.78	.25	Su	.15
"	Ph TW	1.82	.25	Su	.15
"	Cg TW	1.92	.25	Sa	.15
Basle, Switzerland	Nyk K	1.36	..	T, Sa	.15
Berlin, Germany	NykAO	1.44	.25	W, Sa	...
Bolama, Portuguese Guinea, Africa	Nyk P	2.66	.43	Fortnightly	.50
Bombay, India	BwTW	3.03	.25	Su	.25
"	Ph TW	3.08	.25	Su	.25
"	NykTW	3.06	.25	Su	.25
"	WaTW	3.10	.25	Su	.25
Botwood Newfoundland	Nyk P	.81	.32	Su,W,F	.15
Brussels, Belgium	Nyk P	1.27	.43	M,Th	.15
"	Nyk K	1.31	..	T, Sa	.15
Cairo, Egypt	NykTW	2.10	.25	Su, M, W, F	.15
"	WaTW	2.14	.25	Su, F	.15
"	BwTW	2.07	.25	Su,W	.15
"	Ph TW	2.11	.25	Su,M	.15
"	Cg TW	2.21	.25	Sa	15
Copenhagen, Denmark	NykAO	1.40	.25	M, W	30
"	Nyk K	1.40	..	T, Sa	15
Dakar, Senegal, Africa	Nyk P	1.80	..	Su,Th	.25
Dhaahan, Saudi Arabia	WaTW	2.70	.25	Su	.25
"	Ph TW	2.67	.25	Su	.25
"	NykTW	2.66	.25	Su	25
"	BwTW	2.63	.25	Su	25
Foynes, Eire via Botwood	Nyk P	1.78	.43	Su,W,F	.30
Frankfort-am-Main, Germany	NykAO	1.35	.15	T, W, F, Sa	...
"	Nyk P	1.35	.25	M,Th	.15
Gander, N. F.	WaTW	.41	.20	Su, F	.10
"	Ph TW	.39	.20	Su,M	.10
"	NykTW	.38	.20	Daily	.10
"	BwTW	.35	.20	Su, W	.10
"	Cg TW	.49	.20	Sa	.10
"	NykAO	.38	.20	Dly	.15
"	Nyk P	.38	.20	Dly	.15
Geneva, Switzerland	NykTW	1.35	.25	Su, M, W, F	.15
"	WaTW	1.39	.25	Su, F	.15
"	BwTW	1.32	.25	Su	.15
"	Ph TW	1.37	.25	Su	.15
"	Cg TW	1.47	.25	Sa	.15
"	Nyk K	1.40	..	T, Sa	15
Glasgow, Scotland	Nyk K	1.11	..	T, Sa	.15
Hamilton, Bermuda	Nyk P	.25	.12	Dly	.10
Istanbul, Turkey	Nyk P	1.91	.25	F	15
Jerusalem, Palestine	BwTW	2.17	.25	Su	.25
"	Ph TW	2.22	.25	Su	.25
"	NykTW	2.20	.25	Su,F	.25
"	WaTW	2.24	.25	Su,F	.25
Karachi, India	Nyk P	2.94	.25	Frequently	.25
Johannesburg, U. of So. Af.	Nyk P	2.69	.25	Weekly	25
Leopoldville, Belg. Congo	Nyk P	2.44	.25	Su,Th	.25
Lisbon, Portugal	Nyk P	1.20	.25	Su,Th	.15
"	NykTW	1.20	.25	M, W, F	.15
"	BwTW	1.17	.25	W	.15
"	Ph TW	1.22	.25	M	.15
"	Nyk K	1.76	..	T, Sa	15
London, England	NykAO	1.17	.25	Dly	.30
"	Nyk P	1.17	.43	M,W,F,Sa	.30
"	Nyk K	1.31	..	T, Sa	15
Madrid, Spain	NykTW	1.33	.25	M, W, F	.15
"	BwTW	1.30	.25	W	.15
"	Ph TW	1.35	.25	M	.15
"	Nyk K	1.70	..	T, Sa	15
Malmo, Sweden	Nyk K	1.41	..	T, Sa	.15
Monrovia (Fisherman's Lake), Liberia	Nyk P	2.06	.43	Su,Th	.25
Oslo, Norway	NykAO	1.41	.25	Sa, F	30
"	Nyk K	1.41	..	T, Sa	.15
Paris, France	BwTW	1.22	.25	Su	.15
"	NykTW	1.25	.25	Dly	.15
"	Ph TW	1.27	.25	Su	.15
"	WaTW	1.29	.25	Su, F	.15
"	Cg TW	1.37	.25	Sa	.15
"	Nyk K	1.32	..	T, Sa	.15
Prague, Czech	Nyk P	1.44	.25	M,Th	.15
"	Nyk K	1.44	..	T, Sa	.15
Rome, Italy	NykTW	1.54	.25	Su, W, F	.15
"	WaTW	1.57	.25	Su, F	.15
"	BwTW	1.51	.25	W,Su	.15
"	Ph TW	1.55	.25	Su	.15
"	Cg TW	1.65	.25	Sa	.15

ATLANTIC ROUTES—*Continued*

Destination	U. S. Gateway & Airline	RATES (See Note) Per Lb.	Per $100 Value	Depart	Mail per Oz.
Santa Maria, Azores	Nyk P	.90	.32	Su,M,Th,F	.15
"	Nyk K	90	..	T, Sa	.15
Scotland via Foynes*	Nyk P	(Rates	on	Application)	.30
Shediac, N. B.	Nyk P	.51	.17	Su,W,F	.08
Shannon, Eire	BwTW	1.03	.20	Su	.15
"	Cg TW	1.17	.25	Sa	.15
"	NykAO	1.06	.25	Dly	.15
"	BwAO	1.03	.25	M,Th	.15
"	Nyk P	1.06	.25	Dly	.15
"	NykTW	1.06	.25	Dly	.15
"	Ph TW	1.08	.25	Su	.15
"	WaTW	1.10	.25	Su, F	.15
Stockholm, Sweden	NykAO	1.47	.25	M, W, F	.15
"	Nyk K	1.47	..	T, Sa	.15
Tripoli, Libya	Ph TW	1.83	.25	M	.15
"	NykTW	1.81	.25	M	.15
Tunis, Tunisia	Ph TW	1.70	.25	M	.15
"	NykTW	1.68	.25	M	.15
Vienna, Austria	Nyk P	1.50	.25	M,Th	.15
Wales via Foynes*	Nyk P	(Rates	on	Application)	.15
Zurich, Switzerland	Nyk K	1.38	..	T, Sa	.15

ALASKA ROUTES

Destination		U. S. Gateway & Airline	RATES (See Note) Per Lb.	Per $100 Value	Depart	Per Oz. Mail per Oz.
Aniak	Alaska	Ste P	.83	.32	Sa	.05
Anchorage	"	Ste P	.60	.10	Dly	.05
"	"	SteNW	.60	.10	Thrice wkly	.05
"	"	SteNW	1.03	.32	Thrice wkly	.05
Bethel	"	Ste P	86	32	Sa	.05
Burwash Landing	"	Ste P	55	32	Dly	.05
Fairbanks	"	Ste P	.68	.32	Dly	.05
Flat	"	Ste P	.79	.32	Sa	.05
Galena	"	Ste P	.77	.32	S,T,Th	.05
Juneau	"	Ste P	.43	.10	Twice Dly	.05
Ketchikan	"	Ste P	.33	.10	Thrice Dly	.05

ALASKA ROUTES—*Continued*

Destination		U. S. Gateway & Airline	RATES (See Note) Per Lb.	Per $100 Value	Depart	Mail per Oz.
Lake Minchumina	"	Ste P	.73	.32	Sa	.05
McGrath	"	Ste P	.76	.32	Sa	.05
Moses Point	"	Ste P	.82	32	Su,T,Th	.05
Nome	"	Ste P	.85	.32	Su,T,Th	.05
Tanacross	"	Ste P	.62	32	Dly	.05
Tanana	"	Ste P	.73	.32	Dly	.05
Whitehorse, Canada		Ste P	.49	.32	Dly	.05

CANADIAN ROUTES

Destination	U. S. Gateway & Airline	RATES (See Note) Per Lb.	Per $100 Value	Depart	Mail per Oz.
Calgary, Alb.	Nyk T	1.02	†	Dly	.05
Edmonton, Alb.	Nyk T	1.06	†	Dly	.05
Halifax, N. S.	Nyk T	.31	†	Dly	.05
Lethbridge, Alb.	Nyk T	84	†	Dly	.05
"	Cub W	.04	†	Dly	.05
London, Ont.	Nyk T	.18	†	Dly	.05
Moncton, N. B.	BbNE	.08	†	Dly	.05
Montreal, Que.	Nyk C	.12	†	Dly	.05
"	Nyk T	.12	†	Dly	.05
"	Jg NE	.04	†	Dly	.05
North Bay, Ont.	Nyk T	.22	†	Dly	.05
Ottawa, Ont.	Nyk T	.16	†	Dly	.05
"	Nyk C	.16	†	Dly	.05
Regina, Sask.	Nyk T	.80	†	Dly	.05
St. John, N. B.	Nyk T	.31	†	Dly	.05
St. Johns, N. F.	Nyk T	.58	†	Dly	.05
Sydney, N.S.	Nyk T	.36	†	Dly	.05
Toronto, Ont.	Nyk A	.12	†	Dly	.05
"	Nyk T	.12	†	Dly	.05
Vancouver, B. C.	Ste U	.04	†	Dly	.05
"	Nyk T	.96	†	Dly	.05
Windsor, Ont.	Nyk A	.20	†	Dly	.05
"	Cg A	.12	†	Dly	.05
"	Nyk T	.20	†	Dly	.05
Winnipeg, Man.	GfNW	.04	†	Dly	.05
"	Nyk T	.60	†	Dly	.05

PACIFIC ROUTES

(Mail rate points other than United States territories are figured on ½ ounce basis.)

Auckland, N. Z.	Lgs	P	2.14	.43	Sa	.25
"	Sf	P	2.14	.43	Sa	.25
Canton Island	Lgs	P	1.48	.43	Sa	.15
"	Sf	P	1.48	.43	Sa	.15
Guam	Lgs	P	1.61	.43	Thrice Wkly	.16
"	Sf	P	1.61	.43	Thrice Wkly	.16
Honolulu, T. H.	Sf	P	.71	.32	Dly	.05
"	Lgs	P	.71	.32	Thrice Wkly	.05
Manila	Lgs	P	2.00	.43	Thrice Wkly	.20
"	Sf	P	2.00	.43	Thrice Wkly	.20
Midway	Lgs	P	1.18	.43	Thrice Wkly	.15
"	Sf	P	1.18	.43	Thrice Wkly	.15
Suva	Lgs	P	1.82	.43	F	.15
"	Sf	P	1.82	.43	F	.15
Sydney, Australia	Lgs	P	2.36	.43	Weekly	.25
"	Sf	P	2.36	.43	Weekly	.25
Noumea	Lgs	P	2.02	.43	Sa	.20
"	Sf	P	2.02	.43	Sa	.20
Wake	Lgs	P	1.26	.43	Thrice Wkly	.15
"	Sf	P	1.26	.43	Thrice Wkly	.15

OFF-LINE SERVICE—EUROPE

Destination	Connecting Point and Airline	RATES (See Note) Per Lb.	Min. Charge	Depart	Mail per Oz.
Brussels, Belgium	London P	.12	.52	.....	.10
Geneva, Switzerland	London P	.31	1.36	.....	.10
Goteborg, Sweden	London P	.45	2.00	.....	.10
Paris, France	London P	15	64	.....	.05
"	Shannon TW	.46	.....	.....	.....
Stockholm, Sweden	London P	.54	2.40	.....	.10
Zurich, Switzerland	London P	.33	1.44	.....	.10

NOTE: Pan American Airways requires the prepayment of all charges, plus a fixed off-line deposit to cover costs of transshipment and reforwarding to final destination of the shipment. This off-line deposit consists of poundage charges from London to final destination of shipment, plus transshipment bonded entry fee in England, and trucking charge to airport of despatch in England. Transshipment bonded entry fee in England is as follows: one package or first package of a lot shipment—$1.00; each additional package—$.32; excess valuation charge on shipments valued for carriage in the airwaybill in excess of U.S. $400, for each additional $400 (over the first $400)—$.32. Trucking charge to airport of despatch in England is $.02 per pound, with no minimum charge.

Scale of Rates Covering War Risks Generally in Use in American Marine Insurance Markets for Mail and Air Shipments

Schedule Dated April 15, 1947

A—Registered Mail, excluding Registered Air Mail and Air Express:

All securities, including non-negotiables, documents and similar interests—25% of Cargo Rates, with 1½c minimum. Currency including jewelry, precious stones and metals, etc.—100% of Cargo Rates.

B—Registered Air Mail and/or Air Express and/or other shipments by air: Western Hemisphere excluding shipments between points in Continental United States and/or Canada:

	All classes of property (except securities)
Sendings between points in Western Hemisphere	1½c%
All securities	
All other classes of property	2½c%
U. S. or Canada to or from:	
1. British Isles, Eire, Sweden, Holland, Belgium, France, Portugal, Spain, Italy, Switzerland, Iceland, Greenland	2½c%
2. Africa, except Egypt	2½c%
3. Arabia, Egypt, Palestine, Syria, Cyprus, Turkey, Greece, Iran, Iraq	5c%
4. Afghanistan, India, Ceylon	7½c%
5. Chungking	7½c%
6. Australasia	2½c%
7. Philippines	7½c%
8. India	12½c%

C—Ordinary Parcel Post, Government Insured Parcel Post, Registered Post, Ordinary Mail (Excluding Air Mail) except

(A) Shipments to from Spain under policies endorsed with Airborne Clause, Lisbon rate will be charged, plus an additional charge of 2½c% because of the possibility that shipments of valuables may go forward to or from interior points by air.

(B) United States to from Mexico 2½c%, provided assured agrees to pay reduced rate on all shipments, otherwise individual shipments at full cargo schedule rate.

(C) United States or Canada to or from Hawaiian Islands—Transpacific Cargo Rate.

D—Express (Excluding Air Express)—Charge Cargo War Risk Schedule Rates.